# CONNECT NEIGHBORHOOD CENTER & GARDEN SPECIAL USE PERMIT

**APPLICATION TO WASHOE COUNTY** 

SUBMITTED ON BEHALF OF

SAGE PROPERTY VENTURES, LLC 5100 WEST 4<sup>TH</sup> STREET CARSON CITY, NEVADA 89703

May 15, 2020





May 15, 2020

Planning Department Washoe County Community Services Department 1001 East Ninth Street Reno, Nevada 89512

### **RE: Connect Neighborhood Center & Garden**

To Whom It May Concern:

Tectonics Design Group is pleased to submit a Special Use Permit (SUP) request on behalf of the Connect Neighborhood Center and Garden project. The enclosed Washoe County applications and supporting materials are meant to provide Community Services staff and the Board of Adjustment ample detail to approve a SUP for: 1) site grading and 2) development of a 16,015 square foot neighborhood center (including personal services) in a Low Density Suburban zone to be located at 2500 and 2540 Crossbow Court in Reno, Washoe County, Nevada (APNs 152-921-01 and 152-921-02).

SUP approval may be justified on the following findings:

a) Consistency. The proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the applicable area plan;

Connect is a unique holistic wellness concept new to the Truckee Meadows. For this reason, the developer had multiple pre-application meetings and conversations with Washoe County planning staff (who were in consultation with County legal staff) to better define the intended uses associated with this project prior to submitting a SUP application.

The 1.847-acre site is located in the Southwest Truckee Meadows Plann Area of Washoe County and has a Master Plan Suburban Residential (SR) designation with accompanying Low Density Suburban (LDS) zoning. Community gardens and neighborhood centers providing personal services such as mindful movement and functional fitness studios, indoor and outdoor meditation spaces for adults and children, retail, and coffee/tea and nutritious takeaway meals are all permitted as primary uses in LDS zones. A demonstration kitchen, co-working pods, and training/meeting spaces are also permissible ancillary uses in this zone (refer to the land use maps provided).

Applicable master plan policies supporting new development are identified below:

- LUT.4.1 Maintain a balanced distribution of land use patterns to:
  - Provide opportunities for a variety of land uses, facilities and services that serve present and future population;
  - Promote integrated communities with opportunities for employment, housing, schools, park civic facilities, and services essential to the daily life of residents
- LUT.21.2 Nonresidential development shall be compatible with the nearby neighborhoods, service and facility capacities, and the surrounding environment
- *b)* Improvements. There are or will be adequate services and infrastructure to support the proposed development;

The project is planned for two vacant parcels surrounded by existing or planned civic uses such as schools and a park. It will tie into existing utilities and infrastructure present in the streets fronting the site and already sized for buildout. Waste Management, NV Energy, Truckee Meadows Water Authority, and the Truckee Meadows Water Reclamation Facility will serve the generated demand from Connect Neighborhood Center and Garden.

*c)* Site Suitability. The site is physically suitable for the type of development and for the intensity of development;

From an architectural and site planning perspective the parcel has a panhandle shape which clusters development to the south. This placement and the general elevation offer inspiring mountain and city views inviting deeper reflection and contemplation in one's meditative practice.

Site hydrology, geology, or soils pose no hazards or constraints on the project as designed. This is confirmed in the Tectonics Design Group Drainage Report and the Nova geotechnical study included with this application. Considerable attention has been paid to transportation, access and parking in this case. The site has been designed for single direction ingress/egress, stop control, and driveway alignment to mitigate vehicular traffic associated with school peak hour pick-up and drop off in the site vicinity. A director's modification has been submitted for use of the Institute of Transportation Engineers 'recreation community center' parking rate, although the design mitigates this by offering 18 additional spaces above the ITE calculation. Transportation Impact Analysis and Parking Justification reports conducted by Solaegui Engineers (are included as appendices following this application). Parking, as shown on the attached Preliminary Site Plan, is accommodated entirely on site and screened from street views by either building or new landscaping.

Connect currently provides kids meditation classes at Hunsberger Elementary School but has plans to expand school services once a new permanent facility is constructed. This site has an unmatched location for the success of after school wellness programs because it encourages healthy community habits and serves as a pedestrian connection link (refer to Site Photographs). The following is an overview of Connect business operations which is truly a shared use facility – not all activities will take place at the same time and once operations commence then scheduling and programming will be paramount.

### **Operations Overview**

- General Hours: weekdays 7:00 am to 9:00 pm and 7:00 am to 5:00 pm on weekends
- Peak Hours: mornings 8:00-10:00 am and weekday afternoons 3:00-6:00 pm

### **Building Occupancy**

It is estimated that the building may have 100 people present during its peak hours, examples of various activities that could occur on site may include: 12-15 employees during peak hours 20 attendees in adult studio classes and trainings 15-20 children in the under age 16 meditation class 50-70 attendees in the occasional community lectures or demonstrations

d) Issuance Not Detrimental: The issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area; and

Connect is an impact investment benefitting community health with a mission to promote wellness for all ages. Issuance of a building permit will be neither detrimental nor injurious to adjacent properties and/or the public. With the exception of a community garden, most operations will occur indoors. As shown on the building elevations the design blends contemporary architecture with colors and materials that complement the setting, and that elevate the architectural quality and aesthetic conditions currently present in the site vicinity. Exterior lighting has also been designed for Washoe County residential adjacency standards and all parking lot and all exterior wall mount fixtures meet dark sky requirements (refer to the Photometric Plan included with this application). The proposed monument signage meets Washoe County Land Development Code standards.

*e)* Effect on a Military Installation: Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

This finding is not applicable since there are currently no military installations in the site vicinity.

Thank you for taking time to review the Connect Neighborhood Center and Garden Special Use Permit application. I appreciate your time and consideration. Should you have any questions or be in need of additional information, please feel free to contact me at (510) 993-4034 or via email at kerry@kdrohrmeier.com.

Sincerely,

Kenny D. Rohrung

Kerry Rohrmeier, PhD AICP Enclosure Fees **Owner Affidavit General Development Application** Special Use Permit Applications Property Tax Proof **Preliminary Site Plan** Preliminary Grading Plan Photometric Plan Landscape & Irrigation Plan **Cross Sections** Signage Details Preliminary Landscape Plan **Preliminary Irrigation Plan Conceptual Building Elevations** Conceptual Building Floorplan Preliminary Photometric Plan Preliminary Hydrology Report Preliminary Geotechnical Report Solaegui Engineers Traffic Impact Report Solaegui Parking Study



Master Plan – Suburban Residential in the Southwest Truckee Meadows Plan Area

**Zoning** – Low Density Suburban





*Site Photographs*. Image 1 (top) is an aerial image of the two parcels and vicinity including Hunsberger Elementary School (west), future site of Marce Middle School (east), and Arrowcreek Parkway (south). Images 2 and 3 (below) are views of the site as seen from Arrowcreek Parkway and Crossbow Court.





north elevation (below) demonstrates a contemporary mountain architecture built into the contours and comprised of natural materials and earth tones. Key design features. The Site Plan (above) shows a 16,015 square foot building with 48 parking stalls, and 40,831 square feet of new landscaping. The The monument sign shown (top right) meets code while complementing the building.



# Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information	S	Staff Assigned Case No.:		
Project Name: Connect Neighborhood Cen	ter and Garden			
		nent for a new wellness oriented o vacant parcels zoned Low Den	-	
Project Address: 2500 and	2540 Crossbow Court,	Reno, Nevada 89511		
Project Area (acres or square fe	et):			
Project Location (with point of re Vacant land at the northeast co				
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:	
152-921-01	0.774 acres			
152-921-02	1.073 acres			
Indicate any previous Washe Case No.(s). NA	be County approval	s associated with this applica	tion:	
Applicant Inf	ormation (attach	additional sheets if necess	sary)	
Property Owner:		Professional Consultant:		
Name: Sage Property Ventur	res, LLC	Name: Tectonics Design Gro	up	
Address: 510 West 4th Street		Address: 730 Sandhill Road,	Suite 250	
Carson City, Nevada	Zip: 89703	Reno, Nevada	Zip: 89521	
Phone: (917) 532-2396	Fax:	Phone: (775) 824-9988 x 11	Fax:	
Email: jenhutter@icloud.cor	n	Email: matt@tdg-inc.com		
Cell: (917) 532-2396	Other:	Cell: (775) 824-9988 x 11	Other:	
Contact Person: Jennifer Hutter		Contact Person: Matthew Ra	asmussen, PE	
Applicant/Developer:		Other Persons to be Contact	ted:	
Name: Sage Property Ventu		Name: Kerry Rohrmeier		
Address: 510 West 4th Street		Address: 838 Santa Barbara Road		
Carson City, Nevada	Zip: 89703	Berkeley, California	Zip: 94707	
Phone: (917) 532-2396	Fax:	Phone: (510) 933-4034	Fax:	
Email: jenhutter@icloud.com, heath	nerhaslem@gmail.com	Email: kerry@kdrohrmeier.com		
Cell: (917) 532-2396	Other:	Cell: (510) 993-4034 Other:		
Contact Person: Jenn Hutter	<sup>r</sup> & Heather Haslem	Contact Person: Kerry Rohrmeier		
	For Office	Use Only		
Date Received:	Initial:	Planning Area:		
County Commission District:		Master Plan Designation(s):		
CAB(s):		Regulatory Zoning(s):		

Ventures LLC ARP **Applicant Name:** ND

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA

COUNTY OF WASHOE

eman

(please print name)

being duly sworn, depose and say that I am the owner\* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s):	and 152-921-02
KENDALL M. STIEBER Notary Public, State of Nevada Appointment No. 08-8195-5 My Appl. Expires Oct 2, 2021	nted Name Jennifer Aleman Hutter Signed AAHMtes Address 510 W. 4th Street
Subscribed and sworn to before me this <u>13</u> day of <u>Nay</u> , <u>2020</u> . <u>Humphull</u> <u>Aran</u> <u>Aran</u> Notary Public in and for said county and state My commission expires: <u>October</u> 2, 2024	<u>Carson City, NV 89703</u> (Notary Stamp)

\*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Dever of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- □ Letter from Government Agency with Stewardship

Property Ventures LLC Applicant Name: Sage

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA COUNTY OF WASHOE

enviter Aleman

(please print name)

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Ρ	rinted Name Jennifer Aleman Hutter
KENDALL M. STIEBER Notary Public, State of Nevada Appointment No. 08-8195-5 My Appt. Expires Oct 2, 2021	Signed AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
	Carson City, NV 89703
Subscribed and sworn to before me this, 2020.	(Notary Stamp)
Kindel A Yuke Carson ( Notary Public in and for said county and state	Country N
My commission expires:	

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Owner

(

- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Dever of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- □ Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

Ventures LLC roperty **Applicant Name:** sage

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STATE OF NEVADA

COUNTY OF WASHOE

George Hut (please print name)

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Prin KENDALL M. STIEBER Notary Public, State of Nevada Appointment No. 08-8195-5 My Appt. Expires Oct 2, 2021	nted Name Kourl George Hutter Signed Caeler Address 570 W. 4th Street
Subscribed and sworn to before me this day of, add of	<u>Carson City, W 89703</u> (Notary Stamp)

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- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Dever of Attorney (Provide copy of Power of Attorney.)
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STATE OF NEVADA

COUNTY OF WASHOE

JCOVAL (please print name)

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(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 152-921-01	and 152-921-02
P	Printed Name Karl George Hutter
KENDALL M. STIEBER Notary Public, State of Nevada	Signed and the
Appointment No. 08-8195-5 My Appl. Expires Oct 2, 2021	Address 510 W. 4th Street
	Carson City, NV 89703
Subscribed and sworn to before me this	(Notary Stamp)
Notary Public in and for said county and state	County, W
My commission expires:	

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- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Dever of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

# Special Use Permit Application Supplemental Information

(All required information may be separately attached)

- 1. What is the project being requested?
- 2. Provide a site plan with all existing and proposed structures (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.)
- 3. What is the intended phasing schedule for the construction and completion of the project?
- 4. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?
- 5. What are the anticipated beneficial aspects or affects your project will have on adjacent properties and the community?
- 6. What are the anticipated negative impacts or affect your project will have on adjacent properties? How will you mitigate these impacts?
- 7. Provide specific information on landscaping, parking, type of signs and lighting, and all other code requirements pertinent to the type of use being purposed. Show and indicate these requirements on submitted drawings with the application.

8. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

9. Utilities:

a. Sewer Service	
b. Electrical Service	
c. Telephone Service	
d. LPG or Natural Gas Service	
e. Solid Waste Disposal Service	
f. Cable Television Service	
g. Water Service	

For most uses, Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required.

h. Permit #	acre-feet per year
i. Certificate #	acre-feet per year
j. Surface Claim #	acre-feet per year
k. Other #	acre-feet per year

Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources).

10. Community Services (provided and nearest facility):

a. Fire Station	
b. Health Care Facility	
c. Elementary School	
d. Middle School	
e. High School	
f. Parks	
g. Library	
h. Citifare Bus Stop	

## Special Use Permit Application for Grading Supplemental Information

(All required information may be separately attached)

- 1. What is the purpose of the grading?
- 2. How many cubic yards of material are you proposing to excavate on site?
- 3. How many square feet of surface of the property are you disturbing?
- 4. How many cubic yards of material are you exporting or importing? If none, how are you managing to balance the work on-site?
- 5. Is it possible to develop your property without surpassing the grading thresholds requiring a Special Use Permit? (Explain fully your answer.)
- 6. Has any portion of the grading shown on the plan been done previously? (If yes, explain the circumstances, the year the work was done, and who completed the work.)
- 7. Have you shown all areas on your site plan that are proposed to be disturbed by grading? (If no, explain your answer.)

- 8. Can the disturbed area be seen from off-site? If yes, from which directions and which properties or roadways?
- 9. Could neighboring properties also be served by the proposed access/grading requested (i.e. if you are creating a driveway, would it be used for access to additional neighboring properties)?
- 10. What is the slope (horizontal/vertical) of the cut and fill areas proposed to be? What methods will be used to prevent erosion until the revegetation is established?
- 11. Are you planning any berms?

Yes	No	Х	If yes, how tall is the berm at its highest?
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- 12. If your property slopes and you are leveling a pad for a building, are retaining walls going to be required? If so, how high will the walls be and what is their construction (i.e. rockery, concrete, timber, manufactured block)?
- 13. What are you proposing for visual mitigation of the work?
- 14. Will the grading proposed require removal of any trees? If so, what species, how many and of what size?
- 15. What type of revegetation seed mix are you planning to use and how many pounds per acre do you intend to broadcast? Will you use mulch and, if so, what type?

- 16. How are you providing temporary irrigation to the disturbed area?
- 17. Have you reviewed the revegetation plan with the Washoe Storey Conservation District? If yes, have you incorporated their suggestions?
- 18. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that may prohibit the requested grading?

	Yes	No	If yes, please attach a copy.
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Washoe County Treasurer Tammi Davis Washoe County Treasurer P.O. Box 30039, Reno, NV 89520-3039 ph: (775) 328-2510 fax: (775) 328-2500 Email: tax@washoecounty.us

Account Detail

	Back to Accou	nt Detail	Change of Addre	ss Prin	t this Page	Disclaimer
Collection						<ul> <li><u>ALERTS:</u> If your real property taxes are</li> </ul>
	Collectio	Items n Cart 0	Total \$0.00	Checkout	iew	delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office
Pay Online	9					for the current amoun due.
No payme	ent due for this	account.				<ul> <li>For your convenience, online payment is</li> </ul>
Washoe C	ounty Parcel	Information				available on this site. E-check payments are accepted without a
Pa	arcel ID		Status		Last Update	fee. However, a
15	5292101		Active		5/12/2020 2:09:49 AM	service fee does apply for online credit card payments.
510 W 4TH CARSON CI <b>Taxing Dis</b>	TY, NV 89703		WC	00 CROSSBO' TY NV o CD:		Information for details Pay By Check
4000						Please make checks payable to: WASHOE COUNTY TREASURER Mailing Address:
	1	-	due dates and	1		P.O. Box 30039 Reno, NV 89520-3039
Tax Year 2019	Net Tax \$642.45	Total Paid \$642.45	Penalty/Fees \$0.00	Interest \$0.00	Balance Due \$0.00	Overnight Address: 1001 E. Ninth St., Ste D140
2019	\$613.04	\$613.04	\$0.00	\$0.00	\$0.00	Reno, NV 89512-2845
2017	\$588.33	\$588.33	\$0.00	\$0.00	\$0.00	
2016	\$588.75	\$600.53	\$0.00	\$0.00	\$0.00	
2015	\$588.42	\$594.30	\$0.00	\$0.00	\$0.00	Payment Information
				Tota	al \$0.00	Special Assessment
						District



The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation. If you have any questions, please contact us at (775) 328-2510 or tax@washoecounty.us

This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox or Safari.

Home » Assessor » Real Property Assessment Data

### WASHOE COUNTY ASSESSOR PROPERTY DATA

5/12/2020

Owner In	fori	nation			Building Inform	<b>nation</b> XF	OB SUBAREA	
API	15	2-921-02		Card 1 of 1	Bld #1 Situs	2540 CROSSBOW	Property Name	•
Situs 1	L 254	40 CROSSE	BOW CT	Bld #	<u> </u>	СТ		_
	WA	SHOE COU	INTY NV 89511		Quality		Building Type	3
Owner 1	L SA	ge proper	RTY VENTURES LLC		Stories		2nd Occupancy	1
Mail Addres	510	) W 4TH S	г		Year Built	0	WAY	1
	CA	RSON CITY	NV 89703		Bedrooms	0	Square Feet	t
Parcel Inf	o 8	Legal	Description		Full Baths	0	Finished Bsmt	t
Keyline	PM 48	392 LT 2			Half Baths	0	Unfin Bsmt	t
Desc					Fixtures		Basement Type	2
Subdivision	UNS	PECIFIED			Fireplaces	0	Gar Conv Sq Feet	t
		Section	Township 18 Ran	<b>ige</b> 19	Heat Type		Total Garage	2
Record of Su	vey	Map : Pa	rcel Map# 4892 : \$	Sub Map#	<u> </u>		Area	1
Special F	Prope	erty Code			2nd Heat Type		Garage Type	3
2020 Tax	1000	Prior	152-020-52		Exterior Walls		Detached Garage	9
District		APN			2nd Ext Walls		Basement Gar	r
2019 Tax	1000	Tax Cap	NFM - Use does not a	qualify for			Door	r
District		Status	Low Cap, High Cap A	pplied	Roof Cover		Sub Floor	r
					% Complete	0	Frame	3
					Obso/Bldg Adj	0	Units/Bldg	3
					Construction		Units/Parcel	i
					Modifier			

### Land Information

### LAND DETAILS

RECORDER SEARCH

Land Use	140	DOR Code	140	Sewer	None	Neighborhood	ECFQ	EC Neighborhood Map
Size	46,739 SqFt	Size	1.073 Acres	Street	Unpaved	Zoning Code	LDS	
				Water	None			

### **Sales and Transfer Records**

Grantor	Grantee	Doc #	Doc	Doc Date	DOR	Value/Sale	Sale	Note
			Туре		Code	Price	Code	
HELVETICA CTV CROSSBOW LLC	SAGE PROPERTY VENTURES LLC	4994104	DEED	01-23-2020	140	550,000	4MV	
ARROWCREEK CONSTRUCTION LLC	HELVETICA CTV CROSSBOW LLC	4317954	DEED	01-16-2014	140	125,000	3BGG	
SOUTHWEST POINTE ASSOC LLC	ARROWCREEK CONSTRUCTION LLC	4310983	DEED	12-20-2013	140	125,000	2MSV	

SOUTHWEST POINTE	SOUTHWEST POINTE ASSOC LLC	3631884	PM	03-20-2008	140	0	3NTT	
ASSOC LLC,								

Valuation Information	A	The 2020/2021 values are preliminary values and subject to change.
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	Taxable Land	New Value	Taxable Imps	OBSO	Tax Cap Value	Taxable Total	Land Assessed	Imps Assessed	Total Assessed	Exemption Value
2020/21 NR	283,939	0	0	0		283,939	99,378	0	99,379	0
2020/21 VN	283,939	0	0	0		283,939	99,378	0	99,379	0
2019/20 FV	273,423	0	0	0	81,666	273,423	95,698	0	95,698	0

If the property sketch is not available on-line you can obtain a copy by calling (775) 328-2277 or send an email to exemptions@washoecounty.us with 'Sketch Request' in the subject line. Please include the APN.



All parcel data on this page is for use by the Washoe County Assessor for assessment purposes only. The summary data on this page may not be a complete representation of the parcel or of the improvements thereon. Building information, including unit counts and number of permitted units, should be verified with the appropriate building and planning agencies. Zoning information should be verified with the appropriate planning agency. All parcels are reappraised each year. This is a true and accurate copy of the records of the Washoe County Assessor's Office as of 05-11-2020

If you have questions or corrections about our property data you can call us at 775-328-2277 or email us at exemptions@washoecounty.us

# **DRAINAGE REPORT**

# FOR

# Connect Meditation Center

APN: 152-921-01 & 152-921-02

Prepared for:

Sage Property Ventures LCC. 175 Kingsrow Ct. Reno, NV

Prepared by:



730 Sandhill Road, Suite 250 Reno, Nevada 89521

> May 12<sup>th</sup>, 2020 Job Number: 20002

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А	REGIONAL DRAINAGE CRITERIA
В	DRAINAGE BASIN CALCULATIONS

### GENERAL LOCATION AND DEVELOPMENT DESCRIPTION

### **INTRODUCTION**

The following report represents the hydrologic and hydraulic analysis for the Connect Meditation Center which will be located on 1.82 acres of vacant land. The site is located at 2500 Crossbow Court and will be composed of two sites to be combined with APNs 152-921-01 & 152-921-02. This report will address the Truckee Meadows Regional Design Manual (TMRDM) & Washoe County Stormwater requirements including calculations and results to show how the project meets these requirements.

### SITE LOCATION

The proposed project is located on two vacant parcels totaling 1.82 acres, with APNs 152-921-01 & 152-921-02. The parcel is bordered to the west by Crossbow Court, to the south by Arrowcreek Parkway, it is currently undeveloped to the east. The site is situated in the SE <sup>1</sup>/<sub>4</sub> of the SW <sup>1</sup>/<sub>4</sub> of Section 30, Township 18N, Range 20E, Mount Diablo Meridian. See Exhibit 1 for a general Vicinity Map.

### PROJECT DESCRIPTION`

The projects scope includes the construction of a 13,215 SF community center building with a parking area and dive aisles connection to Crossbow court in two locations.

### HYDROLOGIC ANALYSIS

In the existing condition the site consists of a single drainage basin as shown on Exhibit 2. The site currently slopes from south to north starting at an elevation of 5205' and having an elevation in the north of 5160'. The hydrologic analysis provided in this report includes calculations for the proposed development's 10-year and 100-year peak discharges. All calculations were performed in accordance with Washoe County Development Code and the Truckee Meadows Regional Design Manual (TMRDM).

According to Flood Insurance Rate Map panel 23031C3245G, dated March 16, 2009, the entire site is located within Unshaded Flood Zone X. Unshaded Flood Zone X is defined as an area of minimal flood hazard, determined to be outside the 500-year flood. A copy of the FEMA map is enclosed as Exhibit 3.

### GENERAL DESCRIPTION OF ON-SITE FACILITIES

The proposed site will drain into detention basins with flow-controlled outlet structures. An existing channel located to the north of the site will serve as the detention basin outlet. The flow-controlled outlet structures are designed to limit post development flows to existing peak flows.

### COMPLIANCE WITH REGULATIONS AND ADOPTED PLANS

The design criteria which has been used for this drainage analysis is in compliance with the Washoe County Storm Drainage Standards, Truckee Meadows Regional Drainage Manual & The Washoe County Boneyard Flat Closed Basin Interim Drainage Policy.

### <u>METHODOLOGY</u>

### RATIONAL METHOD

The rational method was used to determine the peak flows. The parameters for this method are:

- 1. The drainage area (A, acres)
- 2. Time of Concentration (T<sub>c</sub>, minutes)
- 3. Runoff Coefficient (C)
- 4. Rainfall Intensity (i, inches per hour)

The time of concentration is calculated based on the Truckee Meadows Regional Drainage Manual equation:

te	—	+-	1	++	
u	_	u		ιι	

In which

tc = time of concentration (minutes)

ti = initial, inlet, or overland flow time (minutes)

tt = travel time in the ditch, channel, gutter, storm sewer, etc. (minutes)

Due to the relatively small size of the site and sub areas and the high runoff potential within commercial developments, the minimum  $T_c$  of 10 minutes was used in this proposed subbasin analysis.

Rainfall intensities were obtained from the rainfall intensity-duration-frequency curves for the project location as determined by NOAA. (See Appendix A)

From the Truckee Meadows Regional Drainage Manual., the following runoff coefficients were used (See Appendix A):

	5-yr	100-yr
Impervious	C=0.88	C=0.93
Building	C=0.85	C=0.87
Undeveloped/Landscaping	C=0.20	C=0.50

The peak runoff is calculated using the following equation: Q=CiA

### PROPOSED DRAINAGE FACILITIES

### FACILIITY DESIGN CALCULATIONS

The proposed site is composed of two drainage basins. Much of the site excluding the northern most section paving for the drive aisle is routed to detention basin with a flow-controlled outlet structure located along the eastern property line. The outlet from this basin and the remaining water from the drive aisle is routed to a basin located in the northern portion of the site. The roof drains for the buildings will all drain via downspout and sheet flow into this system. The site will finally drain into the existing channel located to the north of the site.

All Calculations have been provided in appendix B. A summary of these results is below in the provided tables.

### BASIN SIZING

In order to account for the increased volume of runoff generated, as well as the flood plain storage volumes within the 100-year flood plain, a volumetric analysis was performed based on the 100-year, 10-day storm event. Basin sizing calculations are referenced in Appendix B.

	100 YR Required Volume (c.f.)	100 YR Provided Volume (c.f.)
Basin 1	1,018	1,200

### Table 3 – Basin Sizing

### **CONCLUSION**

All designed storm drain facilities are effective in controlling storm runoff. In addition, the storm drain facilities are in compliance with the following:

- FEMA requirements No buildings are proposed within the existing or proposed 100-year flood plain boundaries.
- Drainage Laws As designed, the drainage system shall promote and preserve the general health, welfare, and economic being of the region.
- Washoe County Development Code All items of concern such as reasonable use of and diversion of drainage have been addressed.
- All storm drain and flood control improvements have been designed to meet or exceed the design standards as set forth in the Washoe County Storm Drainage Standards & the Truckee Meadows Regional Drainage Manual
- Drainage facilities have been designed in order to ensure that post development flows do not exceed existing flows.

EXHIBITS







# National Flood Hazard Layer FIRMette



Legend



T18N R19E S24

S9~24.5.6 WASH OE COUNTY UNINCORPORATED AREAS AREA OF MINIMAL FLOOD HAZARD 1:6,000 Feet 32031C3245G eff.3/16/2009 2,000 T1 8N R19E 1,500 20019 1,000 500 250

elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for This map image is void if the one or more of the following map

unmapped and unmodernized areas

regulatory purposes.

4

X

W"77.41'84°81

# APPENDIX A

REGIONAL DRAINAGE CRITERIA Precipitation Frequency Data Server



NOAA Atlas 14, Volume 1, Version 5 Location name: Reno, Nevada, USA\* Latitude: 39.4052°, Longitude: -119.7983° Elevation: 5184.89 ft\*\* \* source: ESRI Maps \*\* source: USGS



### POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF\_tabular | PF\_graphical | Maps\_&\_aerials

### PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) <sup>1</sup>										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	<b>1.21</b>	<b>1.52</b>	<b>2.03</b>	<b>2.52</b>	<b>3.31</b>	<b>4.04</b>	<b>4.92</b>	<b>5.98</b>	<b>7.68</b>	<b>9.24</b>
	(1.04-1.43)	(1.30-1.79)	(1.73-2.40)	(2.12-2.98)	(2.72-3.96)	(3.22-4.90)	(3.78-6.04)	(4.40-7.50)	(5.30-9.92)	(6.08-12.2)
10-min	<b>0.924</b>	<b>1.16</b>	<b>1.55</b>	<b>1.91</b>	<b>2.53</b>	<b>3.08</b>	<b>3.74</b>	<b>4.55</b>	<b>5.84</b>	<b>7.03</b>
	(0.792-1.09)	(0.990-1.36)	(1.31-1.83)	(1.62-2.27)	(2.08-3.01)	(2.45-3.73)	(2.87-4.59)	(3.35-5.70)	(4.04-7.56)	(4.63-9.31)
15-min	<b>0.764</b>	<b>0.956</b>	<b>1.28</b>	<b>1.58</b>	<b>2.09</b>	<b>2.55</b>	<b>3.10</b>	<b>3.76</b>	<b>4.83</b>	<b>5.81</b>
	(0.656-0.900)	(0.820-1.13)	(1.09-1.51)	(1.34-1.87)	(1.72-2.49)	(2.03-3.08)	(2.38-3.79)	(2.77-4.71)	(3.34-6.24)	(3.82-7.69)
30-min	<b>0.516</b>	<b>0.644</b>	<b>0.860</b>	<b>1.07</b>	<b>1.40</b>	<b>1.72</b>	<b>2.08</b>	<b>2.53</b>	<b>3.25</b>	<b>3.91</b>
	(0.442-0.606)	(0.552-0.760)	(0.732-1.02)	(0.900-1.26)	(1.15-1.68)	(1.37-2.07)	(1.60-2.55)	(1.86-3.17)	(2.25-4.21)	(2.58-5.18)
60-min	<b>0.319</b>	<b>0.398</b>	<b>0.533</b>	<b>0.659</b>	<b>0.869</b>	<b>1.06</b>	<b>1.29</b>	<b>1.57</b>	<b>2.01</b>	<b>2.42</b>
	(0.274-0.375)	(0.341-0.470)	(0.453-0.630)	(0.557-0.781)	(0.715-1.04)	(0.845-1.28)	(0.991-1.58)	(1.15-1.96)	(1.39-2.60)	(1.59-3.20)
2-hr	<b>0.212</b>	<b>0.264</b>	<b>0.336</b>	<b>0.400</b>	<b>0.496</b>	<b>0.581</b>	<b>0.679</b>	<b>0.804</b>	<b>1.03</b>	<b>1.23</b>
	(0.187-0.243)	(0.233-0.302)	(0.294-0.386)	(0.345-0.459)	(0.416-0.572)	(0.476-0.681)	(0.542-0.809)	(0.620-0.992)	(0.756-1.31)	(0.874-1.62)
3-hr	<b>0.170</b>	<b>0.212</b>	<b>0.265</b>	<b>0.308</b>	<b>0.367</b>	<b>0.419</b>	<b>0.478</b>	<b>0.560</b>	<b>0.703</b>	<b>0.835</b>
	(0.152-0.192)	(0.191-0.241)	(0.236-0.300)	(0.272-0.349)	(0.319-0.419)	(0.357-0.483)	(0.400-0.559)	(0.458-0.667)	(0.558-0.884)	(0.645-1.09)
6-hr	<b>0.121</b>	<b>0.152</b>	<b>0.187</b>	<b>0.215</b>	<b>0.251</b>	<b>0.278</b>	<b>0.305</b>	<b>0.338</b>	<b>0.389</b>	<b>0.442</b>
	(0.108-0.136)	(0.135-0.171)	(0.166-0.211)	(0.190-0.243)	(0.218-0.285)	(0.239-0.318)	(0.258-0.353)	(0.280-0.396)	(0.315-0.465)	(0.351-0.551)
12 <b>-</b> hr	<b>0.080</b>	<b>0.101</b>	<b>0.126</b>	<b>0.146</b>	<b>0.173</b>	<b>0.193</b>	<b>0.214</b>	<b>0.235</b>	<b>0.262</b>	<b>0.284</b>
	(0.071-0.090)	(0.090-0.113)	(0.112-0.142)	(0.129-0.165)	(0.151-0.197)	(0.166-0.221)	(0.181-0.248)	(0.194-0.276)	(0.211-0.314)	(0.224-0.347)
24 <b>-</b> hr	<b>0.052</b>	<b>0.066</b>	<b>0.083</b>	<b>0.097</b>	<b>0.117</b>	<b>0.133</b>	<b>0.149</b>	<b>0.166</b>	<b>0.190</b>	<b>0.209</b>
	(0.047-0.059)	(0.059-0.074)	(0.075-0.094)	(0.087-0.110)	(0.104-0.132)	(0.117-0.150)	(0.130-0.170)	(0.143-0.191)	(0.161-0.220)	(0.174-0.245)
2-day	<b>0.031</b>	<b>0.039</b>	<b>0.050</b>	<b>0.059</b>	<b>0.072</b>	<b>0.082</b>	<b>0.092</b>	<b>0.103</b>	<b>0.119</b>	<b>0.131</b>
	(0.028-0.036)	(0.035-0.045)	(0.045-0.058)	(0.052-0.068)	(0.062-0.082)	(0.071-0.094)	(0.079-0.107)	(0.087-0.122)	(0.098-0.142)	(0.106-0.159)
3-day	<b>0.023</b>	<b>0.029</b>	<b>0.038</b>	<b>0.045</b>	<b>0.055</b>	<b>0.063</b>	<b>0.072</b>	<b>0.081</b>	<b>0.095</b>	<b>0.105</b>
	(0.021-0.026)	(0.026-0.033)	(0.034-0.043)	(0.040-0.051)	(0.048-0.063)	(0.055-0.072)	(0.062-0.083)	(0.069-0.095)	(0.078-0.111)	(0.085-0.126)
4-day	<b>0.019</b>	<b>0.024</b>	<b>0.032</b>	<b>0.038</b>	<b>0.047</b>	<b>0.054</b>	<b>0.062</b>	<b>0.070</b>	<b>0.082</b>	<b>0.092</b>
	(0.017-0.022)	(0.022-0.028)	(0.028-0.036)	(0.034-0.043)	(0.041-0.053)	(0.047-0.062)	(0.053-0.071)	(0.059-0.081)	(0.068-0.096)	(0.075-0.109)
7-day	<b>0.013</b>	<b>0.017</b>	<b>0.022</b>	<b>0.026</b>	<b>0.032</b>	<b>0.037</b>	<b>0.042</b>	<b>0.048</b>	<b>0.056</b>	<b>0.062</b>
	(0.011-0.015)	(0.015-0.019)	(0.019-0.025)	(0.023-0.030)	(0.028-0.037)	(0.032-0.043)	(0.036-0.049)	(0.040-0.056)	(0.046-0.066)	(0.051-0.074)
10-day	<b>0.010</b>	<b>0.013</b>	<b>0.017</b>	<b>0.021</b>	<b>0.025</b>	<b>0.029</b>	<b>0.033</b>	<b>0.037</b>	<b>0.043</b>	<b>0.048</b>
	(0.009-0.012)	(0.012-0.015)	(0.015-0.020)	(0.018-0.024)	(0.022-0.029)	(0.025-0.033)	(0.028-0.038)	(0.031-0.043)	(0.036-0.051)	(0.039-0.057)
20-day	<b>0.006</b>	<b>0.008</b>	<b>0.011</b>	<b>0.013</b>	<b>0.016</b>	<b>0.018</b>	<b>0.020</b>	<b>0.022</b>	<b>0.026</b>	<b>0.028</b>
	(0.006-0.007)	(0.007-0.009)	(0.010-0.012)	(0.011-0.015)	(0.014-0.018)	(0.016-0.020)	(0.017-0.023)	(0.019-0.026)	(0.022-0.030)	(0.023-0.033)
30-day	<b>0.005</b>	<b>0.007</b>	<b>0.009</b>	<b>0.010</b>	<b>0.012</b>	<b>0.014</b>	<b>0.016</b>	<b>0.018</b>	<b>0.020</b>	<b>0.022</b>
	(0.005-0.006)	(0.006-0.007)	(0.008-0.010)	(0.009-0.012)	(0.011-0.014)	(0.012-0.016)	(0.014-0.018)	(0.015-0.020)	(0.017-0.023)	(0.018-0.026)
45-day	<b>0.004</b>	<b>0.005</b>	<b>0.007</b>	<b>0.008</b>	<b>0.010</b>	<b>0.011</b>	<b>0.012</b>	<b>0.013</b>	<b>0.015</b>	<b>0.016</b>
	(0.004-0.005)	(0.005-0.006)	(0.006-0.008)	(0.007-0.009)	(0.009-0.011)	(0.010-0.012)	(0.011-0.014)	(0.012-0.015)	(0.013-0.017)	(0.014-0.019)
60-day	<b>0.003</b> (0.003-0.004)	<b>0.005</b> (0.004-0.005)	0.006	<b>0.007</b> (0.006-0.008)	<b>0.008</b> (0.007-0.009)	<b>0.009</b> (0.008-0.010)	<b>0.010</b> (0.009-0.011)	<b>0.011</b> (0.009-0.013)	<b>0.012</b> (0.010-0.014)	<b>0.013</b> (0.011-0.015)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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**PF graphical** 







NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Wed Apr 22 17:45:53 2020

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Maps & aerials

Small scale terrain



Large scale terrain



Chico Chico Chico Chico Chico Chico Chico Carson City Carson City

Large scale aerial
Precipitation Frequency Data Server



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US Department of Commerce National Oceanic and Atmospheric Administration National Weather Service National Water Center 1325 East West Highway Silver Spring, MD 20910 Questions?: <u>HDSC.Questions@noaa.gov</u>

**Disclaimer** 

# APPENDIX B

DRAINAGE BASIN CALCULATIONS

# **Rainfall Intensity**



By: CSO

Project:	Connect Meditation Center	By: CSO
Project #:	20002	Date: 5/12/2020

Тс	I 5-YR	I 10-YR	I 25-YR	I 50-YR	I 100-YR
5	2.03	2.52	3.31	4.04	4.92
10	1.55	1.91	2.53	3.08	3.74
11	1.50	1.84	2.44	2.97	3.61
12	1.44	1.78	2.35	2.87	3.48
13	1.39	1.71	2.27	2.76	3.36
14	1.33	1.65	2.18	2.66	3.23
15	1.28	1.58	2.09	2.55	3.1
16	1.77	1.55	2.04	2.49	3.03
17	2.26	1.51	2.00	2.44	2.96
18	2.74	1.48	1.95	2.38	2.90
19	3.23	1.44	1.91	2.33	2.83
20	3.72	1.41	1.86	2.27	2.76
21	4.21	1.38	1.81	2.22	2.69
22	4.70	1.34	1.77	2.16	2.62
23	5.18	1.31	1.72	2.11	2.56
24	5.67	1.27	1.68	2.05	2.49
25	6.16	1.24	1.63	2.00	2.42
26	6.65	1.21	1.58	1.94	2.35
27	7.14	1.17	1.54	1.89	2.28
28	7.62	1.14	1.49	1.83	2.22
29	8.11	1.10	1.45	1.78	2.15
30	8.6	1.07	1.4	1.72	2.08
60	0.533	0.659	0.869	1.06	1.29
120	0.336	0.4	0.496	0.581	0.679

# **Existing Condition Runoff**

# TECTONICS DESIGN GROUP

Project:	Connect Meditation Center
Project #:	20002

Тс
10

Acre
1.82

	C (comp)	Adj	C (adj)
100-yr	0.45	1	0.45
50-yr	0.45	1	0.45
25-yr	0.45	1	0.45
10-yr	0.45	1	0.45
5-yr	0.45	1	0.45

_	Area (sf)	С
Building	0	0.9

By: CSO

Date: 5/12/2020

	• •	
Building	0	0.9
Impervious	0	0.9
Pervious	79162	0.45

	Pre Development Peak Flows (cfs)					
Тс	5yr	10yr	25yr	50yr	100yr	
10	1.27	1.56	2.07	2.52	3.06	

	10	0-Yr	50	)-Yr	25	5-Yr	10	)-Yr	5	-Yr
Т	Peak (cfs)	Volume (cf)								
5	4.02	1611	3.30	1323	2.71	1084	2.06	825	1.66	665
10	3.06	2450	2.52	2018	2.07	1657	1.56	1251	1.27	1015
11	2.95	2543	2.43	2094	2.00	1719	1.51	1298	1.22	1053
12	2.85	2624	2.35	2160	1.93	1773	1.45	1339	1.18	1086
13	2.74	2692	2.26	2216	1.85	1818	1.40	1373	1.14	1114
14	2.64	2748	2.17	2261	1.78	1854	1.35	1401	1.09	1136
15	2.54	2791	2.09	2296	1.71	1882	1.29	1423	1.05	1152
16	2.48	2879	2.04	2369	1.67	1941	1.26	1468	1.45	1679
17	2.42	2960	1.99	2436	1.63	1995	1.24	1510	1.84	2253
18	2.37	3034	1.95	2497	1.60	2045	1.21	1548	2.24	2875
19	2.31	3101	1.90	2554	1.56	2090	1.18	1584	2.64	3544
20	2.26	3162	1.86	2605	1.52	2131	1.15	1615	3.04	4262
21	2.20	3216	1.81	2650	1.48	2167	1.13	1644	3.44	5028
22	2.15	3264	1.77	2690	1.45	2199	1.10	1669	3.84	5841
23	2.09	3305	1.72	2725	1.41	2226	1.07	1691	4.24	6703
24	2.03	3339	1.68	2754	1.37	2249	1.04	1710	4.64	7612
25	1.98	3366	1.63	2777	1.33	2267	1.01	1725	5.04	8569
26	1.92	3387	1.59	2796	1.30	2281	0.99	1737	5.44	9574
27	1.87	3401	1.54	2809	1.26	2290	0.96	1745	5.84	10627
28	1.81	3409	1.50	2816	1.22	2295	0.93	1751	6.23	11728
29	1.76	3410	1.45	2818	1.18	2295	0.90	1752	6.63	12876
30	1.70	3404	1.41	2815	1.14	2291	0.88	1751	7.03	14073
60	1.05	4010	0.87	3295	0.71	2701	0.54	2048	0.44	1657
120	0.56	4110	0.48	3516	0.41	3002	0.33	2421	0.27	2034

# **Proposed Condition Runoff**

# TECTONICS DESIGN GROUP

Project:	Connect Meditation Center
Project #:	20002

Tc	
5	

ĺ	Acre
	1.82

	C (comp)	Adj	C (adj)
100-yr	0.6817	1	0.68
50-yr	0.6817	1	0.68
25-yr	0.6817	1	0.68
10-yr	0.6817	1	0.68
5-yr	0.6817	1	0.68

	Area (sf)	С
Building	13215	0.9
Impervious	27544	0.9
Pervious	38403	0.45

By: CSO

Date: 5/12/2020

	Post Development Peak Flows (cfs)				
 Тс	5yr	10yr	25yr	50yr	100yr
5	2.51	3.12	4.10	5.00	6.10

	10	0-Yr	50	)-Yr	25	5-Yr	10	)-Yr	5-	·Yr
Т	Peak (cfs)	Volume (cf)								
5	6.10	2441	5.00	2004	4.10	1642	3.12	1250	2.51	1007
10	4.63	3246	3.82	2673	3.13	2196	2.37	1658	1.92	1345
11	4.47	3403	3.68	2802	3.03	2301	2.28	1737	1.85	1409
12	4.32	3541	3.55	2915	2.92	2393	2.20	1807	1.79	1466
13	4.16	3661	3.42	3013	2.81	2472	2.12	1867	1.72	1514
14	4.00	3761	3.29	3095	2.70	2538	2.04	1918	1.65	1554
15	3.84	3842	3.16	3161	2.59	2590	1.96	1958	1.59	1587
16	3.76	3983	3.09	3278	2.53	2685	1.92	2031	2.19	2323
17	3.67	4114	3.02	3386	2.48	2773	1.87	2099	2.79	3132
18	3.59	4235	2.95	3487	2.42	2855	1.83	2162	3.40	4013
19	3.50	4346	2.88	3579	2.36	2929	1.79	2219	4.00	4967
20	3.42	4447	2.82	3663	2.30	2997	1.75	2272	4.61	5993
21	3.33	4537	2.75	3738	2.25	3057	1.70	2319	5.21	7092
22	3.25	4618	2.68	3806	2.19	3111	1.66	2362	5.82	8264
23	3.17	4688	2.61	3865	2.13	3158	1.62	2399	6.42	9508
24	3.08	4748	2.54	3916	2.08	3199	1.58	2431	7.03	10825
25	3.00	4798	2.47	3959	2.02	3232	1.54	2459	7.63	12214
26	2.91	4838	2.41	3994	1.96	3258	1.49	2481	8.24	13676
27	2.83	4868	2.34	4020	1.91	3278	1.45	2498	8.84	15210
28	2.75	4888	2.27	4038	1.85	3291	1.41	2510	9.45	16817
29	2.66	4898	2.20	4048	1.79	3297	1.37	2517	10.05	18496
30	2.58	4897	2.13	4050	1.73	3296	1.33	2519	10.65	20248
60	1.60	5914	1.31	4859	1.08	3984	0.82	3021	0.66	2443
120	0.84	6141	0.72	5255	0.61	4486	0.50	3618	0.42	3039

# **Basin Size Estimate**

# TECTONICS DESIGN GROUP

**Connect Meditation Center** By: CSO Project: 5/12/2020 Project #: 20002 Date:



		100-Yr	
	Peak	Inflow	Storage
Td	(cfs)	(cf)	(cf)
5	6.10	2441	911
10	4.63	3246	1018
11	4.47	3403	1018
12	4.32	3541	1000
13	4.16	3661	965
14	4.00	3761	911
15	3.84	3842	839
16	3.76	3983	813
17	3.67	4114	778
18	3.59	4235	732
19	3.50	4346	678
20	3.42	4447	613
21	3.33	4537	539
22	3.25	4618	455
23	3.17	4688	362
24	3.08	4748	259
25	3.00	4798	Qp <qa< th=""></qa<>
26	2.91	4838	Qp <qa< th=""></qa<>
27	2.83	4868	Qp <qa< th=""></qa<>
28	2.75	4888	Qp <qa< th=""></qa<>
29	2.66	4898	Qp <qa< th=""></qa<>
30	2.58	4897	Qp <qa< th=""></qa<>
60	1.60	5914	Qp <qa< th=""></qa<>
120	0.84	6141	Qp <qa< th=""></qa<>

GEOTECHNICAL & inspection services

April 21, 2020

Project No. RG-20-032

Mr. Matthew Rasmussen Tectonics Design Group 10451 Double R Blvd.

Reno, Nevada 89521

## Re: Geotechnical Investigation Report Update Proposed Commercial Development 2500 Crossbow court Reno, Washoe County, Nevada

Ref: Pezonella Associates, Inc., 2015, *Preliminary Geotechnical Investigation, Proposed Commercial Development, Arrowcreek Parkway and Crossbow Court, Reno, Nevada,* 28 pages, Job No. 6098.14-A.

Dear Mr. Rasmussen:

Nova Geotechnical and Inspection Services (NOVA) is pleased to present the results of our update to the referenced geotechnical investigation report by Pezonella Associates, Inc. (PEZ, the Report). The project is located at 2500 Crossbow Court in the City of Reno, Washoe County, Nevada. According to the Public Land Survey System (PLSS), the site is situated in the SE ¼ of the SW ¼ of Section 30, Township 18N, Range 20E, Mount Diablo Meridian, and is identified as Assessor's Parcel Numbers (APN's) 152-921-01 and -02. The site comprises approximately 1.817 acres. The purpose of our services is to provide updated and/or revised geotechnical engineering recommendations, following the 2018 International Building Code (IBC), to aid in the design and development of the project.

Our current scope of services for this report update consists of the following:

- A site reconnaissance
- A review of the Report
- A review of the new conceptual site plan
- Provide any updated recommendations in this report

This report is geotechnical in nature and not intended to identify other site constraints such as environmental hazards, wetlands determinations or the potential presence of buried utilities. Recommendations included in this report are specific to development at the site and are not intended for any off-site development.



It is our opinion that, except as noted below, the conclusions and recommendations contained in the referenced report remains valid.

## **Project Information**

Our project information is based on conversations with you, an undated conceptual site plan provided by you, and the Report. The project site consists of two parcels located at 2500 and 2450 Crossbow Court, in the City of Reno, Washoe County, Nevada. The Washoe County Assessor's parcel numbers (APN's) are 152-921-01 and 152-921-02, and the site comprises a total of approximately 1.82 acres. According to the Public Land Survey System (PLSS), the site is situated in the SE ¼ of the SW ¼ of Section 30, Township 18N, Range 20E, Mount Diablo Meridian.

Based on the referenced conceptual site plan, proposed improvements to the site consist of a twostory commercial building with a 10,500-sf footprint, with associated asphalt-paved parking and drives, exterior flatwork, landscaping, and underground utilities.

#### Site Reconnaissance

We performed a site reconnaissance on April 8, 2020. We observed the following:

- Stockpiles of soil, cobbles, boulders, and construction debris located north of the proposed structure footprint, and beneath a proposed entry drive
- Older fill located in the proposed parking area north of the structure
- Newer gravel fill placed over most of the south parcel
- An undocumented fill slope located along the east site boundary composed of debris and non-standard fill.

Since the date of the Report, 2015, there have been few changes to the project site. Our site reconnaissance did not reveal any new geotechnical issues.

# **Report Review**

The Report includes the following conclusions and recommendations:

- Previously placed fill was encountered in the test borings to depths of 1 to 2 feet below existing grade (BEG).
- Native soils consist primarily of dense to very dense, moist silty sand and silty sand with gravel (SM).



- Groundwater was not encountered to the maximum explored depth of 15 feet BEG. Based on State of Nevada Division of Water resources drilling logs from nearby water wells, groundwater is anticipated to be approximately 300 feet beneath the surface.
- The potential for liquefaction is considered low.
- Recommended extending footings below existing fill to native soil below (1 to 3 feet BEG), scarifying the exposed native subgrade soil to a depth of six inches, and compacted to at least 90 percent relative compaction, based on ASTM D1557.
- Gives an allowable bearing capacity of 3,000 pounds per square foot (psf), with a one-third increase for total design loads.

The Report also states, "The recommendations presented in this report are based on the assumption that sufficient field inspection and construction review will be provided during all phases of construction. A pre-job conference should be scheduled to include, but not be limited to, the Owner, Architect, Civil Engineer, General Contractor, Earthwork and Materials Sub-Contractors, Building Official, and Geotechnical Engineer."

# **Discussion and Recommendations**

A copy of the Report is attached to this update. The following updated recommendations replace those in the Report and should be incorporated during design and construction:

# Site Preparation

The fill slope located along the east site boundary should be evaluated. Please contact this office for more information.

#### Site Class

The 2018 International Building Code (IBC) requires assuming a default Site Class of D for seismic design when soil conditions for the top 100 feet are not known in enough detail for determination in accordance with Table 20.3-1 of ASCE Standard 7-16.

#### Seismic Design Parameters

We obtained the site seismic design parameters using the ATC Hazards by Location website. This application is a third-party graphical user interface (GUI) utilizing the USGS seismic design maps and is used for determining seismic design values according to ASCE 7-16 and the 2018 International Building Code. Design parameters are presented in the following Table 1:



TABLE 1 2018 IBC SEISMIC DESIGN PARAMETERS				
Description Value				
Latitude	39.405266 deg			
Longitude	-119.799025 deg			
Site Class	D – Stiff Soil			
Risk Category	I			
Short-Period (0.2 sec) Spectral Response, $S_S$	2.039 g			
Long-Period (1.0 sec) Spectral Response, S <sub>1</sub>	0.722 g			
Short-Period (0.2 sec) Site Coefficient, $F_A$	1.000			
Long-Period (1.0 sec) Site Coefficient, $F_V$	* null			
Short (0.2 sec) MCE Spectral Response, $S_{MS}$	2.039 g			
Long (1.0 sec) MCE Spectral Response, $S_{M1}$	* null			
Short (0.2 sec) Design Spectral Response, S <sub>DS</sub>	1.359 g			
Long (1.0 sec) Design Spectral Response, S <sub>D1</sub>	* null			
MCE <sub>G</sub> Peak Ground Acceleration, PGA	0.890 g			
Seismic Design Category, SDC	* null			

NOTE \*null: The Structural Engineer shall determine these values in accordance with ASCE 7-16, Section 11.4.8, Exception 2.

#### Closing

Our professional services were performed using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical engineers practicing in this or similar localities. No warranties, either express or implied, are intended or made. We prepared this report as an aid in design of the proposed project. This report is not a bidding document. Any contractor reviewing this report must draw their own conclusions regarding site conditions and specific construction techniques to be used on this project.

#### **NOVA GEOTECHNICAL & INSPECTION SERVICES**

Prepared by:

Joseph E. McKinney, PGp, PG Senior Project Manager

Reviewed by:

ð Blake D. Carter, P.E DOUGLAS Geotechnical Department Man RE Number 22-Expires 12/31/2020 OFEL

Tectonics Design Group Project No.: RG-20-032



Previous reports by Pezonella and Associates (2015)



# PRELIMINARY GEOTECHNICAL INVESTIGATION PROPOSED COMMERCIAL DEVELOPMENT ARROWCREEK PARKWAY AND CROSSBOW COURT RENO, NEVADA

**Prepared For** 

Mr. Matthew Rasmussen Tectonics Design Group 10451 Double R Blvd Reno, Nevada 89521

Job No. 6098.14-A



December 18, 2015

Pezonella Associates . Inc. Consulting Engineers and Geologists

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December 18, 2015 Job No: 6098.14-A

Mr. Matthew Rasmussen Tectonics Design Group 10451 Double R Blvd Reno, Nevada 89521

# Re: **Preliminary Geotechnical Investigation** Commercial Development Arrowcreek Parkway and Crossbow Court, Reno, Nevada

Dear Mr. Rasmussen,

This report presents the results of our preliminary geotechnical investigation and provides recommendations for the design and construction of the referenced project.

As presented in the attached report, based on the results of our investigation, knowledge of the area; and understanding of project, we conclude that, the site is suitable from a geotechnical standpoint for the intended use provided the recommendations provided in this report are followed during all aspects of project planning and development.

No grading plans detailed develop plans have been provided at the time of this report. Once plans are completed, this report should be updated as necessary. Additional field and laboratory work may be required.

We appreciate having been selected to perform this investigation and trust that the results will fulfill project design requirements. If you, or any of your design consultants, have any questions, please contact us.

anne GINEER Respectfully, PEZONELLA ASSOCIATES, INC Stanphill, P.E. Dean R. 135 Date: Raymond' M. Pezonella, President RAYMOND PROFESSIO. PEZONELI Exp: 12-31. RMP/drs 0. 4186 12-18-15

# **PRELIMINARY GEOTECHNICAL INVESTIGATION**

# PROPOSED COMMERCIAL DEVELOPMENT

# ARROWCREEK PARKWAY AND CROSSBOW COURT

### **RENO, NEVADA**

**Prepared For** 

Mr. Matthew Rasmussen Tectonics Design Group 10451 Double R Blvd Reno, Nevada 89521

By

Dean R. Stanphill, P.E.

Raymond M. Pezonella, President

Pezonella Associates, Inc. 520 Edison Way Reno, Nevada 89502 (775) 856-5566

December 18, 2015

Job No. 6098.14-A

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#### INTRODUCTION

This report presents the results of our geotechnical investigation performed on the property located in Reno, Nevada. The location of the site is indicated on the Site Plan, Plate 1.

At the present time, we have not been provided with site grading or detailed development plans. It is important that as building and grading plans are finalized that they be reviewed by this office to verify that the recommendations contained herein remain applicable to the final project design. Although earthwork at the site is expected to be minimal, a comprehensive grading plan review and update of the geotechnical report is still recommended.

#### Site Description

Our site description is based on our observations and property boundaries provided by you.

The property consists of APN 152-921-01 and APN 152-921-02. Both properties are vacant and undeveloped.

The lots are bounded by vacant undeveloped property to the east, Crossbow Court to the west and north, and Arrowcreek Parkway to the south. An electrical transformer is located at the southeastern edge of the property. The property has been graded in the past. The lots contain approximately 1 to 2 feet fill material. This material is silty sand with gravel, and is aggregate base or rejected base in appearance. A stockpile of fill material is located on APN 152-921-01. An overhead utility line exists along the eastern edge of the lots, while a chain link fence continuously runs from the southeastern edge of the property to the northern edge of the property.

There was zero vegetation on the lots.

On the western side of Crossbow Court exists Hunsberger Elementary School. This school is opposite the entire western edge of the site.

#### **Proposed Development**

The preliminary plan provided by you indicates that the commercial development will consist of a two new buildings and parking lots. These structures will be comprised of two 6,000 square foot buildings, parking lots, and landscaping.

As mentioned, detailed development plans have not been provided to us at this time. Accordingly, we assume that construction will be concrete/masonry with shallow spread concrete footings, reinforced concrete slab-on-grade for the buildings, and asphalt concrete for the parking lots. Earthwork is expected to minimal. Structural loads are anticipated to be light to moderate.

It is anticipated that exterior concrete flatwork will complete the site work.

#### Scope of Services

The purpose of our investigation is to determine the subsurface soil and ground water conditions at the proposed building site and to provide opinions and recommendations concerning:

- 1. Estimated Soil Profile Type;
- 2. Groundwater;
- 3. Potential Geological Hazards;
- 4. Site Preparation;
- 5. Fill Placement and Compaction;
- 6. Site Surface Drainage and Landscape;
- 7. Trench Excavation, Pipe Bedding, and Trench Backfilling;
- 8. Foundation Support;
- 9. Lateral Resistance and Loads;
- 10. Exterior Concrete Flatwork;
- 11. Corrosion;
- 12. Pavement Sections;
- 13. Additional Geotechnical Engineering Services.

This report is geotechnical in nature and not intended to identify other site constraints such as environmental hazards, wetlands determinations and/or the potential presence of buried utilities. Recommendations included in this report are specific to development within the limits of the property and not intended for off-site development. Proposed development outside the limits of our investigation or any conceptual changes to site development, such as the use of alternative foundations or grade changes, could require additional subsurface exploration, laboratory tests and engineering analysis.

It must also be understood that because detailed development and grading plans have not been prepared, the recommendations presented herein are subject to change based on new conditions that may result of specific project design.

# **II FIELD EXPLORATION AND LABORATORY TESTING**

## Field Exploration

#### Soil Borings

Subsurface soil conditions were explored on November 24, 2015 by drilling four test borings with a truck mounted Central Mine Equipment (CME 55) drill rig using hollow-stem and solid flight augers to depths of 5.5, 5, 13.5, and 15 feet below the existing ground surface. All test borings were terminated in dense granular materials.

The test boring locations were positioned in the field using pacing and are depicted on Plate 2. Our field geologist recorded the location of each boring using the Global Positioning System (GPS). All locations are approximate. No greater accuracy is inferred.

Within the test borings, bulk and relatively undisturbed drive samples were obtained in the soil borings. Relatively undisturbed samples were obtained using a Modified California Sampler. Standard Penetration Tests (SPT's) were also performed a selected locations. The samples

were obtained utilizing a 140 pound hammer with a 30 inch drop. The blows for each 6 inch increment was recorded and converted to blows per foot and area as shown on the Logs of Test Borings. The blow counts presented on the aforementioned logs have not been corrected for sampler type, overburden, hammer type, or rod length. Materials encountered were visually classified and logged by our geologist and staff engineer.

Logs of the test pits and test borings are presented on Plates 3 through 6. The materials are classified in accordance with the Unified Soil Classification System which is explained on Plate 7.

#### Laboratory Testing

The samples were returned to our laboratory and reviewed by our staff engineer to confirm their field classifications and to select representative samples for laboratory testing. Index tests were performed which were in turn correlated with typical engineering design parameters for similar soils. The following tests were performed:

- Particle size analysis and Atterberg Limits (Plates 8 through 10),
- Corrosion test results (Plate 11).

# III SUBSURFACE SOILS and GROUNDWATER CONDITIONS

#### Soils

Previously placed fill was encountered in our test boring. The existing fill material was encountered between depths of 1 to 2 feet beneath the existing elevations.

Native soils consist primarily of silty sand, and silty sand with gravel. It is anticipated that at the depths of the expected cuts, that silty sand with gravel will be encountered.

The soils encountered were generally in a moist condition.

Based on our field observations and laboratory evaluations, the on-site soils should be able to be excavated with conventional grading equipment.

#### Groundwater

At the time of our exploration in November, 2015, ground water was not encountered to the maximum depth explored of 15 feet.

A review of State of Nevada Division of Water Resources was conducted to locate the depth of groundwater near the site. The registered wells near the proposed development range in depths of 100 to 500 feet, with the closest well to the site as a depth of 300 feet beneath existing ground level.

Depths to groundwater may vary significantly over time due to seasonal precipitation and snow fall/melt that may significantly affect surface and near water seepage. Provisions should be made during construction to manage surface and subsurface water flows. Moreover, subsurface wall and concrete slab drainage systems should be incorporated into project design.

#### **IV GEOLOGIC AND SEISMIC CONSIDERATIONS**

To delineate possible faulting and to evaluate any other geological hazards on the site, our investigation included a review of available geological literature.

#### A. Geology

Based on geologic mapping completed by H.F. Bonham Jr. and David K. Rogers (Nevada Bureau of Mines and Geology, *Mt. Rose NE Quadrangle Geologic Map*, 1983), the materials in the general site vicinity are composed of the following:

<u>Quaternary age Donner Lake Outwash-Mount Rose Fan Complex (Qdm)</u>. Pediment and thin fan deposits from major streams draining alpine glaciers on Mount Rose; brown to brownish-gray, sandy, muddy, poorly sorted large pebble gravel; cobbles and small boulders common. Clasts dominantly volcanic (porphyritic andesite and latite); surface granitic clasts rare. Deeply weathered, strongly developed soil profile similar to Donner Lake Outwas (Qdo), locally overlain by undifferentiated veneer of Tahoe Outwash-Mount Rose Fan Complex (Qtm); well cemented and/or hydrothermally altered in Steamboat Hills area.

#### B. Faulting and Seismicity

#### Faulting

Based on a review of the Nevada Bureau of Mines and Geology, *Mt. Rose NE Quadrangle Earthquake Hazards Map*, by Gail Cordy Szecsody in 1983, an Early to mid-Pleistocene (approximately 100,000 to 1,800,000 years) fault exists on the site, and a Mid-to late Pleistocene (approximately 35,000 to 100,000 years) exists approximately 0.5 miles southwest of the planned development. The reference map also describes the site as follows:

Potential for Ground Shaking during Earthquakes (III): Moderate severity of shaking. Includes units from (II) where depth to ground water is >10m (33ft); also includes unconsolidated to moderately indurated deposits with moderately high rigidity where depth to ground water is less than 3m (10ft).

Because of the age of the fault and thickness of alluvium overlying the fault, no other mitigation measures are considered necessary.

The site is subject to pronounced slumping and ground disturbance and may manifest amplified ground motion during a seismic event. The project site is in an area of anticipated strong ground shaking, as is most of California and Nevada.

#### <u>Seismicity</u>

Based on our site investigation and information provided by the United States Geologic Service, the seismic coefficients for the site applicable to the 2012 International Building Code are as follows:

$$S_S = 2.297 \text{ g}$$
  $S_1 = 0.799 \text{ g}$ 

#### Site Classification

Based on our test borings and seismic lines, a Site Classification of D can be used for design.

### C. Seismically-induced Liquefaction

Liquefaction, a loss of soil shear strength, is a phenomenon associated with loose, saturated granular deposits subjected to earthquake shaking which can result in unacceptable settlements of foundations and other structural elements supported by these soils. Due to the previously mentioned groundwater depths and the dense nature of the soils, the potential for seismically-induced liquefaction is considered low.

#### D. Tsunami or Seiche

A tsunami, or a seiche, is a great wave produced by an earthquake or volcanic activity. The difference between a tsunami and a seiche is that a seiche happens in enclosed bodies of water. Based on no body of water near the site, the potential for seiches is considered nil.

#### E. Radon

Radon, a colorless, odorless, radioactive gas derived from the natural decay of uranium, is found in nearly all rocks and soils. The Environmental Protection Agency (EPA) suggests that remedial action be taken to reduce radon in any structure with average indoor radon of 4.0 pCi/L or more. Based on studies completed by the Nevada Bureau of Mines and Geology in cooperation with the Nevada Division of Health and the U.S. Environmental Protection Agency (*Radon In Nevada*, Nevada Bureau of Mines and Geology, Bulletin 108, 1994), most areas of Northern Nevada have the potential for exceeding this active level. Our office can be of assistance if radon testing is requested.

#### F. Flooding

The site exists in the Federal Emergency Management Agency (FEMA), Community - Panel Number 32031C3245G, effective March 16, 2009. The site is classified as Flood Hazard Zone X (unshaded) which are areas determined to be outside the 0.2% annual chance floodplain.

#### **V** CONCLUSIONS

Based on the results of our test borings, laboratory testing, and engineering evaluations, it is our opinion that the subject site is suitable for development, provided the recommendations presented in this report and subsequent reports are adhered to during the design and construction phases of the project. The primary geotechnical constraint identified is the presence of undocumented fill materials.

#### **VI RECOMMENDATIONS**

#### A. Site Preparation

A portion of the on-site materials consist of undocumented fill material. It is our opinion, however, that due to the granular nature of the fill materials, removal is not necessary and the soils can be adequately compacted by large vibratory equipment.

It is anticipated that the native soils will consist of silty sand with gravel at finished subgrade elevations which will be between 1 and 3 feet below the existing ground surface. Accordingly, we recommend that overexcavation be extended to provide the following zone of non-expansive properly compacted fill beneath structural elements:

- Footings and Interior Concrete Pavements/Slabs: underlain by properly compacted native subgrade;
- Exterior Concrete Flatwork: underlain by at least 6 inches of properly compacted native subgrade.

After overexcavation, subgrade soils should be scarified to a depth of 6 inches, moisture conditioned to optimum moisture content and then compacted to at least 90 percent relative compaction, based on the maximum dry density determined by ASTM D1557.

Scarification and moisture conditioning may be waived by the Geotechnical Engineer (or his representative) if it is determined that the exposed materials exist at a suitable moisture content for attaining compaction or contain oversize material which will inhibit compaction procedures and result in a lesser density state. Surfaces which contain oversize material should be "proof-rolled" under the observation of the Geotechnical Engineer (or his representative) to ensure that adequate compaction has been attained. The Earthwork Contractor is responsible for obtaining approval for each prepared surface prior to proceeding with placement of structural components or fills.

### B. Fill Placement and Compaction

#### Suitability of On-site Soils

The on-site soils are considered suitable for use as properly compacted fill, provided the soils meet the criteria in this report. Soils excavated during construction that do not meet the criteria should be removed off-site.

#### Fill Material Specifications

Import soils used as properly compacted fill should be free of organic matter and conform to the following requirements:

TABLE 1 IMPORT FILL SOIL REQUIREMENTS			
Sieve Size	% Passing (by dry weight)		
6-inch	100		
3/4-inch	70 - 100		
No. 4	50 - 100		
No. 200	15-40		

Liquid Limit = 40 maximum Plasticity Index = 15 maximum R-Value = 30 minimum Non-deleterious to concrete (low sulfate) If the earthwork contractor chooses to use the on-site material as structural backfill, the Geotechnical Engineer, or his representative, must be on-site to approve the material.

The Earthwork Contractor shall ensure that all proposed fill materials are approved by the Geotechnical Engineer prior to use. Representative samples shall be made available for testing 10 working days prior to hauling to allow for material quality tests.

#### Fill Placement

All properly compacted fill should be uniformly moisture conditioned to near optimum and compacted to at least 90 relative compaction, based on the maximum dry density determined by ASTM D1557. Lift thickness will be restricted to 8 inches (maximum loose lift) and individually tested unless the Earthwork Contractor can demonstrate his ability to uniformly achieve the required compaction for the entire layer placed.

The recommendations for structural fill are intended as a guideline and define a readily attainable, acceptable material. Adjustments to the specified limits to address the use of other potentially acceptable materials, such as those containing oversize rock or which deviate from the classification requirements, can be made provided: 1) the Earthwork Contractor can demonstrate his ability to place and compact the material in substantial conformance with industry standards to achieve an equivalent finished product as that specified; 2) the Geotechnical Engineer gives his written approval (requires a minimum of 5 working days from request); 3) the Geotechnical Engineer (or his representative) directly observes and approves the placement method; and 4) all parties understand that the Standard ASTM Compaction Test procedures may be invalid for certain material containing oversize aggregate. Compaction approval could only be achieved based on other criteria, such as a performance specification with full-time on-site observation. This will result in substantial increase of Technician time and the subsequent the cost of inspection services.

#### C. Site Surface Drainage and Landscape

Adequate drainage (at least 2 percent for soil) should be provided to restrict infiltration from entering the supporting soils. The ground surface should be permanently sloped to drain away from the structure so that the water is not allowed to pond against perimeter stem walls. Runoff from roof downspouts should be contained and directed away from the structure. Landscape adjacent to structural areas should be limited and consist of native vegetation utilizing drip-type irrigation.

Backfill around foundation stem walls should consist of native soils, moisture conditioned to near optimum, and compacted to 90 percent relative compaction. To control water migration, an impermeable membrane such as Mirafi coated fabric (MCF-1212 or equal) or 10 mil plastic layer should be considered between stem walls and material used as backfill and extend a sufficient distance to effectively cover all placed backfill.

#### D. Trench Excavation, Pipe Bedding and Trench Backfilling

The Earthwork Contractor must comply with the "Safety and Health Regulations for Construction" as directed by the Occupational Safety and Health Act (OSHA Standards, Volume III, Part 1926, Subpart P) while excavating and backfilling. The Earthwork Contractor is also responsible for providing a competent person, as defined by OSHA standards, to ensure excavation safety. Pipe bedding and trench backfill materials should be moisture conditioned to slightly over optimum and compacted to 90 percent relative compaction, or local requirements, based on the maximum dry density determined by ASTM D1557. The thickness of all lifts will be restricted to a maximum of 8 inches (loose) and individually tested unless the Earthwork Contractor can demonstrate his ability to uniformly achieve the required compaction for the entire layer of material placed.

For corrosion protection, where steel and/or metal pipes are proposed, we recommend that the Contractor follow the pipe manufacturer's recommendation regarding corrosion protection.

#### E. Foundation Support

Conventional spread foundations should be supported on properly compacted fill meeting the requirements of "Table 1, Import Fill Soil Requirements".

All exposed subgrade soils in the footing excavations should be compacted to a minimum of 90 percent relative compaction based on the maximum dry density determined by ASTM D1557.

In preparation for foundation construction, the Earthwork Contractor shall ensure that the structural fills have been prepared as recommended and that field density tests have been performed to document the relative compaction of all fill.

It is anticipated that footings will be founded 24 inches beneath the finished grade. These footings can be design for a net allowable soil pressure of 3000 pounds per square foot (psf). This pressure can be increased by one-third when considering total design loads, including wind or seismic forces. Estimated total and differential settlement for footings designed for this soil bearing capacity should be less than one inch and three-quarters inch, respectively.

# F. Lateral Resistance and Loads

#### Soil Strength Parameters Used in Design

For the purpose of our evaluation, we have assumed the following strength parameters:

	SOIL ST	TABLE 2 RENGTH PARAMETERS		
ConditionAngle of Internal FrictionCohesion (pounds per square foot)Wet Unit Weight (pounds per cubic foot)				
<b>On-site Materials</b>	32	300	130	
Import Fill	32	100	120	

#### Lateral Resistance

Resistance to lateral loads can be obtained from passive earth pressures and soil friction. For design, we recommend the use of a coefficient of friction of 0.42 with a passive pressure of 400 pounds per cubic foot (equivalent fluid pressure).

#### Lateral Loads

The on-site soils are not considered suitable for use a retaining wall backfill. All backfill materials should be the requirements of Table 1, "Import Fill Requirements". Accordingly for

level backfill using select granular materials, the recommended active pressure can be taken as 40 pounds per cubic foot (equivalent fluid pressure). For restrained retaining walls, the design at-rest pressure can be taken as 60 pounds per cubic foot (equivalent fluid pressure).

#### Retaining Wall Drainage

Subsurface drainage of any retaining structures is required to prevent the build-up of hydrostatic pressures behind the retaining wall. Drainage structures should at a minimum consist of perforated 4-inch in diameter drain pipe within drain rock enveloped by drainage fabric. The drain pipe should outlet to proper drainage devices. Actual drainage design should also incorporated project water proofing requirements. The design of the system should be performed by the Project Civil Engineer. Moreover, the retaining wall should be designed either with a drainage swale or other mechanism to divert water away from the top of the wall. Water should never be allowed to pond adjacent to any retaining wall.

#### G. Exterior Concrete Flatwork

Exterior concrete flatwork (i.e. walkways, stoops and patios) should be supported on properly prepared compacted select materials as described in previous portions of this report.

In preparation for slab or flatwork construction, the Earthwork Contractor shall ensure that soils have been prepared as recommended and that field density tests have been performed to document that the relative compaction of the slab subgrade is at least 90 percent relative compacted, based on the maximum dry density determined by ASTM D1557. Preparation of the native soils shall be documented prior to placement of select fill, aggregate base or structural components.

All dedicated exterior flatwork should conform to standards provided by the governing agency including section composition, supporting material thicknesses and any requirements for reinforcing steel.

Private exterior flatwork, such as walkways, should consist of 4 inches of Portland Cement Concrete underlain by at least 6 inches of compacted (95 percent relative compaction) aggregate base material and should consist of Portland Cement Concrete with a minimum 28 day compressive strength of 4000 pounds per square inch (psi) with entrained air.

Public exterior flatwork should conform to the requirements of the local jurisdiction.

Concrete mix proportions and construction techniques, including the addition of water and improper curing, can adversely affect the finished quality of the concrete and result in cracking and spalling of the slabs. We recommend that all placement and curing be performed in accordance with procedures outlined by the American Concrete Institute and Portland Cement Association. Special considerations should be given to concrete placed and cured during hot or cold weather conditions. Proper control joints and reinforcing mesh should be provided to minimize any damage resulting from shrinkage.

Due to the potential for seasonal surface water and lateral vapor migration to occur, associated with seasonal moisture change and differences between the building interior and exterior ambient conditions, a vapor inhibitor should be considered if moisture sensitive floor coverings

are proposed. Vapor barriers should be designed in accordance with current American Concrete Institute (ACI) guidelines.

#### H. Corrosion

Corrosive tests performed on the on-site soils indicate that the material is considered severely corrosive to buried metal conduit. Appropriately, protection of buried metal conduit, per manufacturer's guidelines, is recommended. The soils are not considered detrimental to normally formulated concrete.

#### I. Pavement Sections

Flexible pavement sections (driveway) can be supported on properly prepared subgrade. Based on an R-Value of 30 and minimum requirements of local agencies, the recommend pavement sections are presented in the following tables:

RECOMMENDED AS	SPHALT CONCRETE P	AVEMENT SECTIONS
Pavement Designation	Asphalt Concrete (inches)	Aggregate Base (inches)
Access Roads	4	6
Parking Area	4	6

RECOMMENDED PORTLAND CEMENT CONCRETE PAVEMENT SECTIONS					
Pavement Designation Concrete (inches) Aggregate Base (inches)					
Dumpster Approaches	6	6			

The Earthwork Contractor shall ensure that field density tests have been performed to document the relative compaction of at least the upper 6 inches of select fill. Preparation of the native soils shall be documented prior to placement of select fill or aggregate base.

Because of the close proximity of the slab subgrade elevation to groundwater elevations, a slab drainage system should be incorporated into the overall building subsurface drainage design. This design will be performed by your Civil Engineer.

### J. Additional Geotechnical Engineering Services

This report is geotechnical in nature and not intended to identify other site constraints such as environmental hazards, wetlands determinations and/or the potential presence of buried utilities. We can assist in evaluating these considerations should further information be requested. Moreover, this office should be retained to provide grading observation and testing as well as associated special inspection during all phases of construction.

All plans and specifications for projects should be reviewed for conformance with this geotechnical report and approved by the Geotechnical Engineer prior to submission to the building department for review.

The recommendations presented in this report are based on the assumption that sufficient field inspection and construction review will be provided during all phases of construction. A pre-job conference should be scheduled to include, but not be limited to, the Owner, Architect, Civil

Engineer, General Contractor, Earthwork and Materials Sub-Contractors, Building Official and Geotechnical Engineer. The recommendations presented in this report should be reviewed by all parties to discuss applicable specifications and testing requirements. At this time, any applicable material quality and mix design reports should be submitted for approval by the Geotechnical Engineer.

Pezonella Associates, Inc. has prepared this report based on certain assumptions concerning subsurface conditions at the Property. Pezonella Associates, Inc. should also provide on-site observations and testing during site preparations and grading, excavation, fill placement, foundation installation and paving. These observations will allow us to document that the soil conditions are as anticipated, and that the Contractor's work is in conformance with the intent of our recommendations and the approved plans and specifications. Our conclusions and recommendations may be invalidated, partially or in whole, by changes outside our control and by subsequent acts occurring on the site after field reconnaissance. This report may be subject to review and revision at any time. Opinions about the condition of the Property do not constitute a warranty of any kind.

# **VII DISTRIBUTION**

Two wet stamped copies and one electronic copy to Addressee:

Mr. Matthew Rasmussen Tectonics Design Group 10451 Double R Blvd Reno, Nevada 89521 <u>matt@tdg-inc.com</u>

#### LIST OF ILLUSTRATIONS

- PLATE 1 SITE LOCATION PLAN
- PLATE 2 BORING LOCATION PLAN
- PLATE 3 LOG OF TEST BORING 1
- PLATE 4 LOG OF TEST BORING 2
- PLATE 5-LOG OF TEST BORING 3
- PLATE 6 LOG OF TEST BORING 4
- PLATE 7 SOIL CLASSIFICATION CHART AND KEY TO TEST DATA
- PLATE 8 PARTICLE SIZE DISTRIBUTION REPORTS WITH ATTERBERG LIMITS
- PLATE 9 PARTICLE SIZE DISTRIBUTION REPORTS WITH ATTERBERG LIMITS
- PLATE 10 PARTICLE SIZE DISTRIBUTION REPORTS WITH ATTERBERG LIMITS
- PLATE 11 CORROSION TEST RESULTS









Laboratory Tests and (Other Information) • = Oversized Sampler • Particle Size Distribution Report with Atterberg Limits (See Plate 9) Corrosion Test Results (See Plate 11) •		Moisture Content (%)	Dry Density (pcf)	(tJ) update	LOG OF CME S Equipment And S Elevation 5209 GRAY SILTY SAND (SM) WIT BROWN SILTY SAND (SM) WIT Very dense, moist Switched to Solid-Flight Au BROWN SILTY SAND (SM) WIT Very dense, moist BROWN SILTY SAND (SM) WIT Sampler Refusal, Bouncing Total Depth= 13.5 feet No Free Water Encount	55 Hollow Solid-Flig GRAVEL H GRAVEL H GRAVEL gers at 4.5 H GRAVEL	-Stem Auger ht Auger 11-24-15
Job No. 6098.14	-A	BORING LOG Date: 12-17-15					
Associates, In Consulting Engineers 520 Edison Way Reno, Nevada 895 PHONE (776) 866-5865 FAX (776) 856-	i02	CROSSBOW COURT NEIGHBORHOOD COMMERCIAL APN 152-921-01 & 152-921-02 RENO, NEVADA Plate No. 5			ate No. 5		

	20 20/3 Resistance Blows/Ft.	Moisture Content (%)	Dry Density (pcf)	10 10 10 10 10 10 10 10 10 10 10	LOG OF Equipment CME Elevation 5209 GRAY SILTY SAND (SM) WITH BROWN SILTY SAND (SM) WIT BROWN SILTY SAND (SM) WIT Very dense, moist BROWN SILTY SAND (SM) WIT dense, moist BROWN SILTY SAND (SM) WIT dense, moist	55 Solid- Date GRAVEL H GRAVEL H GRAVEL	-Flight Auger
Job No. 6098.14- Pezonella		CROSS			BORHOOD COMMERCIAL		12-17-15
Associates, In Consulting Engineers 520 Edison Way Reno, Nevada 8950 PHONE (776) 866-5566 FAX (775) 856-6	02	RENO, NEVADA			late No. 6		

	MAJOR DIVISIONS				TYPICAL NAMES		
		CLEAN GRAVELS			WELL GRADED GRAVELS, GRAVEL-SAND MIXTURES		
	GRAVELS	WITH LITTLE DR NO FINES	GP		PODRLY GRADED GRAVELS, GRAVEL-SAND MIXTURES		
COURSE FRACTION IS LARGER THAN No. 4 SIEVE SIZE	GRAVELS WITH	GM		SILTY GRAVELS, POORLY GRADED GRAVEL-SAND SILT MIXTURES			
AINI Larger		OVER 12% FINES	GC		CLAYEY GRAVELS, POORLY GRADED GRAVEL- SAND-CLAY MIXTURES		
GR 5		CLEAN SANDS WITH LITTLE	SW		WELL GRADED SANDS, GRAVELLY SANDS		
SANDS SANDS SANDS SANDS SANDRE THAN HALF COURSE FRACTION IS SMALLER THAN IS SMALLER THAN SIEVE SIZE	OR NO FINES	SP		POORLY GRADED SANDS, GRAVELLY SANDS			
	SANDS WITH	SM	· · · ·	SILTY SANDS, POORLY GRADED SAND-SILT MIXTURES			
	OVER 12% FINES	SC		CLAYEY SANDS, POORLY GRADED SAND-CLAY MIXTURES			
)ILS sieve	SILTS AND CLAY LIQUID LIMIT LESS THAN 50 SILTS AND CLAYS		ML		INDRGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY		
HAN			CL		INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS SILTY CLAYS, LEAN CLAYS		
NEI			OL		INDRGANIC CLAYS AND DRGANIC SILTY CLAYS DF LOW PLASTICITY		
			MH		INDRGANIC SILTS, MICACEDUS DR DIATOMACEDUS FINE SANDY DR SILTY SDILS, ELASTIC SILTS		
			СН		INDRGANIC CLAYS DF HIGH PLASTICITY, FAT CLAYS		
FIN]	FIN MORE T		ОН		ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS		

# UNIFIED SOIL CLASSIFICATION SYSTEM










855 Mill Street, Suite 2B, Reno, NV 89502 | Phone: 775.284.3970 | Fax: 866.755.7619 NV Laboratory ID: NV00923 | EPA Laboratory ID: NV00923

#### Nevada Analytical Services

Contact:	Dean Stanphill	Laboratory Report Id	lentification: 1115038
Company/Client:	Pezonella Associates, Inc.		
Address:	520 Edison Way	Submission Date:	11/25/2015
City:	Reno	Sampling Site:	Crossbow Court
State:	NV	Project:	6098.14A
Zip:	89502	Reference Number:	N/A
Phone:	(775) 856-5566	PO Number:	1682
Fax:	(775) 856-6042	Sampled By:	Client

Client Identification: Bulk 15-378 Boring 3, 1.5-3.5' Sampling Date: 11/24/2015 Laboratory Sample Control Number: 1115038-1 Matrix: Solid Date Reporting Limit Analyzed DL DF Analyses Description Result Units Method 12/10/2015 Sulfate ND 10 mg/Kg EPA 300.0 100 0.1 Reporting Date Limit Units Method Analyzed DF DL Analyses Description Result SM 2510 B 12/10/2015 Conductivity 1:10 Extraction 440 N/A µmhos/cm none Reporting Date Limit Analyzed Result Units Method DF DL Analyses Description 5.I.U. SM 4500-H+ B 12/10/2015 pH at 1:10 Extraction N/A pН 5.31

Remarks: None

Hucht A.M

Michael R. Genova, Technical Director

**References:** mg/L: Milligrams/Liter (ppm) mg/kg: Milligrams/Kilogram (ppm) ppm: Parts per million \* Analyzed by Contract Laboratory

12/10/2015 Date

> ND: Not Detected at RL RL: Reporting Limit (calculation, RL = DF \* DL) DF: Dilution Factor

**DL: Detection Limit** 

UL: Under Laboratory Established Limits **OL: Over Laboratory Established Limits** 

Reported analytical results relate only to the item(s) tested or to the sample(s) as received by the laboratory.

Laboratory Report Identification:

Job No. 6098.14-A

# CORROSION REPORT

Date: 12 - 17 - 15

Page 2 of 2

1115038

Pezonella Associates, Inc Consulting Engineers 520 Edison Way Reno, Nevada 89502 PHONE (775) 856-5566 FAX (775) 856-5042

**CROSSBOW COURT NEIGHBORHOOD COMMERCIAL** APN 152-921-01 & 152-921-02 **RENO, NEVADA** 

Plate No. 11

## SOLAEGUI ENGINEERS

March 19, 2020

Chris Bronczyk Washoe County Community Development P.O. Box 11130 Reno, Nevada 89520

#### **Re: Connect Community Center Parking Review Letter**

Dear Chris:

This letter contains the findings of our parking review of the proposed community center located on the northeast quadrant of the Arrowcreek Parkway / Crossbow Court intersection in Washoe County Nevada. The developer plans to construct a 15,300 square feet community center. The site plan and floor plan are attached. It contains 48 on-site parking spaces.

Parking calculations are based on Washoe County Parking Code. The land uses is community center. Table 1 shows the calculated parking demand based on county code. We do not know the number of employees at this time so the calculation is based on the building size only.

EXIS	TING PARKIN	TABLE 1 G DEMAND BASED ON COUN	TY CODE
1 <sup>11</sup> :: 1.40		ana na ana ana ana ana ana ana ana ana	
LAND USE	SIZE	RATE	PARKING DEMAND
Community Center	15,300 Square Feet	5 spaces per 1,000 SF plus 1 per employee	77

As indicated in Table 1, the parking demand is 77 spaces. This is 29 spaces more than the number of parking spaces shown on the site plan.

Table 2 shows the modified calculated parking demand based on rates taken from the Fifth Edition of ITE Parking Generation. The use is categorized as Recreational Community Center ITE land use #495. The ITE calculation sheet is attached.

MO	TABLE 2 MODIFIED PARKING DEMAND BASED ON ITE						
LAND USE	SIZE	RATE	PARKING DEMAND				
Community Center	15,500	2.07 Spaces Per 1000 Square Feet	32				

Solaegui Engineers Ltd. • 715 H Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098

Civil & Traffic Engineers e-mail: psolaegui@aol.com As indicated in Table 2, the total modified parking demand based on ITE rates is 32 spaces. This is 16 spaces less than the number of spaces provided on the site. The site plan shows adequate parking based on these modified parking demand calculations.

We trust that this information will be sufficient for your requirements. Please contact us if you have questions or comments.

Very truly yours, SOLAEGUI ENGINEERS LTD Paul W. Solaegui

Enclosures Letters/Connect Parking Letter





## Recreational Community Center (495)

Setting/Location:	Weekday (Monday - Friday) General Urban/Suburban 9:00 a.m 12:00 p.m.; 5:00 - 8:00 p.m. 10
-------------------	--

#### Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	erage Rate Range of Rates		95% Confidence Interval	Standard Deviation (Coeff. of Variation)	
2.07	1.40 - 4.77	1.69 / 3.78	***	0.88 (43%)	

### **Data Plot and Equation**



#### Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

#### Table 110.410.10.2

### OFF-STREET PARKING SPACE REQUIREMENTS (Civic Use Types) (See Section 110.410.10 for explanation)

Civic Use Types (Section 110.304.20)		Spaces	Required
	Per 1,000 Square Feet Building Space	Per Employee During Peak Employment Shift	Other
Administrative Services	4		
Child Care			
Child Daycare	1 if assembly hall included	1	1 off-street loading space for every 8 students
Family Daycare			1 in addition to any other required spaces
Large-Family Daycare		1	1 off-street loading space for every 8 students
Community Center	5	1	
Convalescent Services		1	.25 per bed
<b>Cultural and Library Services</b>	3	1	
Education			
College/University		1	.5 per student of driving age
Elementary/Secondary		1	.25 per student of driving age
Group Care		1	.25 per bed
Hospital Services		1	.5 per bed
Major Services and Utilities			
Major Public Facilities		As specified by use permit	
Utility Services		As specified by use permit	
Nature Center		As specified by use permit	
Parks and Recreation			
Active Recreation		1	
Passive Recreation		1	
Postal Services	2	1	
Public Parking Services		1	1
Religious Assembly			1 per 3 seats or 72 lineal inches of pew space plus 1 per 300 square feet of additional public space
Safety Services		1	

.

SOLAEGUI ENGINEERS, LTD

CONNECT NEIGHBORHOOD CENTER & GARDEN

# TRAFFIC STUDY

MARCH 2020



Prepared by: Solaegui Engineers, Ltd. 715 H Street Sparks, Nevada 89431 (775) 358-1004

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# CONNECT NEIGHBORHOOD CENTER & GARDEN

# TRAFFIC STUDY

## EXECUTIVE SUMMARY

The proposed Connect Neighborhood Center & Garden development will be located in Washoe County, Nevada. The project site is located in the northeast corner of the Arrowcreek Parkway/ Crossbow Court intersection. The project site is currently undeveloped land. The purpose of this study is to address the project's impact upon the adjacent street network. The Arrowcreek Parkway/ Crossbow Court intersection and the existing Hunsburger Elementary School driveways and proposed project driveways on Crossbow Court have been identified for intersection capacity analysis for the existing, existing plus middle school, and existing plus middle school plus project scenarios. The AM peak hours from 7:00 to 8:00, 7:30 to 8:30, and 8:30 to 9:30 and the PM peak hours from 2:00 to 3:00, 3:00 to 4:00, and 4:30 to 5:30 PM were identified for analysis based on the standard AM and PM peak hours of the adjacent streets and the bell times for Hunsburger Elementary School, Sage Ridge School, and the proposed middle school.

The proposed Connect Neighborhood Center & Garden development will consist of the construction of a 12,900 square foot building with outdoor community garden and meditation grounds. Project access will be provided from two proposed driveways on Crossbow Court. The project is anticipated to generate 375 average daily trips with 61 trips occurring during the 7:00 to 8:00 AM and 7:30 to 8:30 AM study hours, 22 trips occurring during the 8:30 to 9:30 AM and 3:00 to 4:00 PM study hours, 12 trips occurring during the 2:00 to 3:00 PM study hour, and 52 trips occurring during the 4:30 to 5:30 PM study hour.

Traffic generated by the proposed Connect Neighborhood Center & Garden development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Washoe County requirements.

It is recommended that the north project driveway on Crossbow Court be designed to operate with stop sign control at the driveway approach and include single ingress and egress lanes.

It is recommended that the south project driveway on Crossbow Court be designed to serve ingress-only movements and include a single one-way ingress lane.

It is recommended that project driveways, on-site roadways, and parking lot be designed to conform to Washoe County standards.

It is recommended that adequate on-site signing and striping improvements be installed at the project driveways and internal roadways in order to inform motorists of their intended operation.

It is recommended that the project developers implement a pedestrian circulation plan that clearly shows the walking routes between the proposed Connect Neighborhood Center and Hunsburger Elementary and Sage Ridge schools.

## INTRODUCTION

### STUDY AREA

The proposed Connect Neighborhood Center & Garden development will be located in Washoe County, Nevada. The project site is located in the northeast corner of the Arrowcreck Parkway/ Crossbow Court intersection. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The Arrowcreek Parkway/Crossbow Court intersection and the existing Hunsburger Elementary School driveways and proposed project driveways on Crossbow Court have been identified for intersection capacity analysis for the existing, existing plus middle school, and existing plus middle school plus project scenarios. The AM peak hours from 7:00 to 8:00, 7:30 to 8:30, and 8:30 to 9:30 and the PM peak hours from 2:00 to 3:00, 3:00 to 4:00, and 4:30 to 5:30 PM were identified for analysis based on the standard AM and PM peak hours of the adjacent streets and the bell times for Hunsburger Elementary School, Sage Ridge School, and the proposed middle school.

### EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land. Adjacent properties generally consist of Hunsburger Elementary School to the west, Sage Ridge School to the north, a middle school that is currently under construction to the east, and single family homes to the south. The proposed Connect Neighborhood Center & Garden development will consist of the construction of a 12,900 square foot building with outdoor community garden and meditation grounds. Project access will be provided from two proposed driveways on Crossbow Court.

#### EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Arrowcreek Parkway is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 35 miles per hour with a 15 mile per hour school speed limit zone near the intersection with Crossbow Court. Roadway improvements include curb, gutter, sidewalk, and a bike lane on both sides of the street with a wide, raised center median.

Crossbow Court is a two-lane roadway with one through lane in each direction north of Arrowcreek Parkway. The regulatory speed limit is not posted but 15 mile per hour school speed limit zones exist near Hunsburger Elementary School and Sage Ridge School. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street with a short striped centerline near Arrowcreek Parkway.

The Arrowcreek Parkway/Crossbow Court intersection is an unsignalized three-leg intersection with stop sign control at all approaches. The north approach contains one left turn lane and one right turn lane. The east approach contains two through lanes and one exclusive right turn lane. The west approach contains one exclusive left turn lane and two through lanes. Striped crosswalks exist at the north and west approaches.



N.T.S.

CONNECT NEIGHBORHOOD CENTER & GARDEN VICINITY MAP FIGURE 1 The Crossbow Court/North Hunsburger Elementary School Driveway intersection is an unsignalized three-leg intersection with stop sign control at the west approach. The intersection contains one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach, and one shared left turn-right turn lane at the west approach. A striped crosswalk exists at the west approach.

The Crossbow Court/South Hunsburger Elementary School Driveway intersection is currently an unsignalized three-leg intersection with stop sign control at the west approach. The intersection contains one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach, and two striped right turn lanes at the west approach. A striped crosswalk exists at the west approach. With development of the project this intersection will be improved as a four-leg intersection with the addition of the south project driveway at the east approach. The south project driveway will serve ingress-only movements.

The Crossbow Court/North Project Driveway intersection does not currently exist but will be constructed as an unsignalized three-leg intersection with stop sign control at the east approach with development of the project. The intersection is anticipated to contain one shared left turn-through lane at the north approach, one shared through-right turn lane at the south approach, and one shared left turn-right turn lane at the east approach.

### TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, study hours and trip generation rates had to be determined. The AM peak hours from 7:00 to 8:00, 7:30 to 8:30, and 8:30 to 9:30 and the PM peak hours from 2:00 to 3:00, 3:00 to 4:00, and 4:30 to 5:30 PM were identified for analysis based on the standard AM and PM peak hours of the adjacent streets and the bell times for Hunsburger Elementary School, Sage Ridge School, and the proposed middle school.

The 7:00 to 8:00 AM study period is within the standard morning peak hour period and is the morning peak hour for the proposed middle school. The 7:30 to 8:30 AM study period is also within the standard morning peak hour period and is the morning peak hour for Sage Ridge School. The 8:30 to 9:30 AM period is the morning peak hour for Hunsburger Elementary School. The 2:00 to 3:00 PM study period is the afternoon peak hour for the proposed middle school. The 3:00 to 4:00 PM study period is the afternoon peak hour for both Hunsburger Elementary School and Sage Ridge School. The 4:30 to 5:30 PM study period is the standard afternoon peak hour of the adjacent streets.

Trip generation for the project was calculated based on information obtained from the Tenth Edition of *ITE Trip Generation* (2018) for Land Use 495: Recreational Community Center. Trip generation for an average weekday and the standard peak hours were calculated based on the trip generation equations obtained from *ITE Trip Generation*. Trip generation for the 8:30 to 9:30 AM, 2:00 to 3:00 PM, and 3:00 to 4:00 PM study periods were calculated based on hourly percentages of daily traffic for the Recreational Community Center land use. The daily traffic percentages were obtained from *ITE Trip Generation*.

Table 1 shows a summary of the average daily traffic (ADT) volume and AM and PM peak hour volumes generated by the project. The trip generation summary sheets are included in the Appendix.

				TRI	TABL P GENE		ON						
		AM STUDY HOURS						PM STUDY HOURS					
		7:00-8:00		7:30-8:30		8:30-9:30		2:00-3:00		3:00-4:00		4:30-5:30	
LAND USE	ADT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Community Center 12,900 S.F.	375	40	21	40	21	14	8	6	6	10	12	24	28

The project is anticipated to generate 375 average daily trips with 61 trips occurring during the 7:00 to 8:00 AM and 7:30 to 8:30 AM study hours, 22 trips occurring during the 8:30 to 9:30 AM and 3:00 to 4:00 PM study hours, 12 trips occurring during the 2:00 to 3:00 PM study hour, and 52 trips occurring during the 4:30 to 5:30 PM study hour.

## TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project trips to the key intersections was based on existing peak hour traffic patterns and the locations of attractions and productions in the area. Figure 2 shows the estimated trip distribution for the project trips. The peak hour trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution percentages. Figures 3 shows the trip assignment at the key intersections for the AM and PM study hours.

### EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections during the AM and PM study hours. The existing traffic volumes were obtained from manual counts conducted on a typical school day in March of 2020. Figure 5 shows the existing plus middle school traffic volumes at the key intersections during the AM and PM study periods. The existing plus middle school traffic volumes were obtained by adding trips generated by the proposed middle school to the existing traffic volumes. The trips generated by the middle school for the 7:00 to 8:00 AM, 2:00 to 3:00 PM, and 4:30 to 5:30 PM peak hour periods were obtained from the Arrowcreek Middle School Updated Traffic Study dated March of 2018. The middle school traffic volumes for the 7:30 to 8:30 AM, 8:30 to 9:30 AM, and 3:00 to 4:00 PM study hours were calculated based on hourly percentages of daily traffic for the Middle School land use as obtained from *ITE Trip Generation*. Figure 6 shows the existing plus middle school plus project traffic volumes at the key intersections during the AM and PM study hours were obtained from *ITE Trip Generation*. Figure 6 shows the existing plus middle school plus project traffic volumes at the key intersections during the AM and PM study periods. The existing plus middle school plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the existing plus middle school traffic volumes shown on Figure 5.





LEGEND

KEY INTERSECTIONS

SOLAEGUI ENGINEERS LTD.











## INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized intersections using the latest version of the Highway Capacity software. The result of capacity analysis is a level of service (LOS) rating for all-way stop controlled intersections and minor movements at partial stop controlled intersections. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for partial stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the partial stop controlled intersection as a whole. Level of service is defined for an all-way stop controlled intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

LEVEL OF SERVICE CRITI	TABLE 2 ERIA FOR UNSIGNALIZED INTERSECTIONS
LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
Α	≤10
В	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Table 3A shows a summary of the level of service and delay results at the key intersections for the existing conditions. The capacity analysis worksheets are included in the Appendix.

INTERSI	ECTION LEVE EXI:	TABLE 3 L OF SERVI STING CONI	CE AND DE	LAY RESUL	TS	
	AM	STUDY HO	URS	PM	STUDY HO	URS
INTERSECTION	7:00-8:00	7:30-8:30	8:30-9:30	2:00-3:00	3:00-4:00	4:30-5:30
Arrowcreek/Crossbow	B12.0	B14.9	B14.0	A8.6	C15.9	A9.4
Crossbow/South School Dwy EB Left-Right NB Left	A9.6 A7.8	B10.4 A8.0	B10.7 A8.0	A8.4 A7.3	B12.9 A8.4	A9.4 A7.6
Crossbow/North School Dwy EB Left-Right NB Left	A0.0 A7.7	A9.6 A7.9	A9.2 A7.8	A0.0 A7.2	B10.5 A8.1	A8.9 A7.4

Table 3B shows a summary of the level of service and delay results at the key intersections for the existing plus middle school scenario. The capacity analysis worksheets are included in the Appendix.

INTERS	ECTION LEVE EXISTING				TS		
	AM	STUDY HO	URS	PM STUDY HOURS			
INTERSECTION	7:00-8:00	7:30-8:30	8:30-9:30	2:00-3:00	3:00-4;00	4:30-5:30	
Arrowcreek/Crossbow	C15.3	C16.4	B14.2	A9.4	C18.1	Λ9.7	
Crossbow/South School Dwy EB Left-Right NB Left	B11.1 A8.3	B11.0 A8.2	B10.9 A8.0	A8.7 A7.4	B14.1 A8.7	A9.8 A7.8	
Crossbow/North School Dwy EB Left-Right NB Left	A0.0 A8.1	B10.0 A8.1	A9.2 A7.9	Α0.0 Δ7.4	B11.1 A8.3	A9.1 A7.5	

Table 3C shows a summary of the level of service and delay results at the key intersections for the existing plus middle school plus project scenario. The capacity analysis worksheets are included in the Appendix.

	CTION LEVE STING PLUS I		CE AND DEI		ГS	
	AM	STUDY HO	URS	PM	STUDY HO	URS
INTERSECTION	7:00-8:00	7:30-8:30	8:30-9:30	2:00-3:00	3:00-4:00	4:30-5:30
Arrowcreek/Crossbow	C17.6	C19.5	B14.8	A9.5	C19.3	B10,1
Crossbow/South School Dwy/ South Project Driveway EB Left-Right NB Left	B11.4 A8.4	B11.4 A8.3	B11.0 A8.0	A8.8 A7.4	B14.5 A8.8	B10.2 A7.9
Crossbow/North School Dwy EB Left-Right NB Left	A0.0 A8.3	B10.3 A8.2	А9.3 А7.9	A0.0 A7.4	B11.4 A8.3	A9.3 A7.5
Crossbow/North Project Dwy WB Left-Right SB Left	B13.5 A0.0	B12.0 A0.0	A8.9 A0.0	A9.5 A0.0	B10.9 A0.0	B10.0 A0.0

### Arrowcreek Parkway/Crossbow Court Intersection

The Arrowcreek Parkway/Crossbow Court intersection was analyzed as an unsignalized three-leg intersection with all-way stop control for all scenarios. The intersection currently operates at LOS C or better during each of the AM and PM peak hour study periods. For the existing plus middle school traffic volumes the intersection is anticipated to operate at LOS C or better during each of the AM and PM peak hour study periods. For the existing plus middle school plus project traffic volumes the intersection is anticipated to operate at LOS C or better during each of the AM and PM peak hour study periods. For the existing plus middle school plus project traffic volumes the intersection is anticipated to operate at LOS C or better during each of the AM and PM peak hour study periods. The intersection was analyzed with the existing approach lanes for all scenarios. In summary, the intersection capacity results indicate acceptable operation, LOS C or better, during each of the AM and PM peak hour study periods for all scenarios. It should be noted that there were periods of congestion and additional delay at the intersection due to Hunsburger Elementary School. However, these periods were of short duration and are typical of elementary schools in the area. The peak hour factor used in the intersection capacity analysis accounted for the peak 15-minute traffic flows attributed to the school.

### Crossbow Court/South Hunsburger Elementary School Driveway Intersection

The Crossbow Court/South Hunsburger Elementary School Driveway intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing and existing plus middle school scenarios. The intersection minor movements currently operate at LOS B or better during each AM and PM peak hour study period. For the existing plus middle school traffic volumes the intersection minor movements continue to operate at LOS B or better during each AM and PM peak hour study period. The three-leg intersection was analyzed with the existing approach lanes. The Crossbow Court/South Hunsburger Elementary School Driveway/ South Project Driveway intersection was subsequently analyzed as an unsignalized four-leg intersection for the existing plus middle school plus project scenario and is anticipated to operate at LOS B or better during each AM and PM peak hour study period. The four-leg intersection was analyzed with single lanes at the north, south and west approaches. In summary, the intersection capacity results indicate acceptable operation, LOS C or better, during each of the AM and PM peak hour study periods for all scenarios. Again, it should be noted that there were periods of congestion and additional delay at the driveway directly before the starting bell and directly after the dismissal bell. However, these periods were of short duration and are typical of elementary schools in the area. The peak hour factor used in the intersection capacity analysis accounted for the peak 15minute traffic flows attributed to the school.

### Crossbow Court/North Hunsburger Elementary School Driveway Intersection

The Crossbow Court/North Hunsburger Elementary School Driveway intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for all scenarios. The intersection minor movements currently operate at LOS B or better during each AM and PM peak hour study period. For the existing plus middle school traffic volumes the intersection minor movements are anticipated to operate at LOS B or better during each AM and PM period. For the existing plus middle school plus project traffic volumes the intersection minor movements are anticipated to continue to operate at LOS B or better during each AM and PM peak hour study period. The intersection was analyzed with the existing approach lanes for all scenarios.

In summary, the intersection capacity results indicate acceptable operation, LOS C or better, during each of the AM and PM peak hour study periods for all scenarios. Again, it should be noted that there were periods of congestion and additional delay at the driveway directly before the starting bell and directly after the dismissal bell. However, these periods were of short duration and are typical of elementary schools in the area. The peak hour factor used in the intersection capacity analysis accounted for the peak 15-minute traffic flows attributed to the school.

### Crossbow Court/North Project Driveway Intersection

The Crossbow Court/North Project Driveway intersection was analyzed as an unsignalized threeleg intersection with stop control at the east approach for the existing plus middle school plus project scenario. The intersection minor movements are anticipated to operate at LOS B or better during each of the AM and PM peak hour study periods. The three-leg intersection was analyzed with single lanes at all approaches.

### SCHOOL PEDESTRIAN REVIEW

Existing school pedestrians were reviewed during each of the AM and PM study periods. Site observations indicated very little pedestrian activity during the various study periods except for the 8:30 to 9:30 AM and 3:00 to 4:00 PM study periods which correspond to the morning and afternoon peak hours of Hunsburger Elementary School. Existing counts showed 23 pedestrians crossing the west leg and 2 pedestrians crossing the north leg of the Arrowcreek Parkway/Crossbow Court intersection before school and 26 pedestrians crossing the west leg and 5 pedestrians crossing the north leg after school. Hunsburger Elementary School staff performed crossing guard duties at the intersection with the majority of students required to wait so that the crossing was completed in a large group. The school staff provided a managed crossing of Arrowcreek Parkway with little disruption in traffic operation. It should be noted that all elementary school pedestrians were observed using the dirt pedestrian path that runs from the school's interior sidewalk system to the northwest corner of the Arrowcreek Parkway/Crossbow Court intersection. No school pedestrians were observed crossing the existing school driveways on the west side of Crossbow Court.

The proposed Connect Neighborhood Center development is also anticipated to generate school pedestrians. It is our understanding that approximately 25 students that attend either Hunsburger Elementary School or Sage Ridge School will utilize the Connect Neighborhood Center's before and after school programs. The students that are enrolled in the before school program will arrive with a parent who will attend a concurrent adult program. Upon completion of the program the parent will walk their child to either Hunsburger Elementary School or Sage Ridge School, walk back to the center, and then depart the site in their vehicle. The students who are enrolled in the after school program will be picked up at either Hunsburger Elementary School or Sage Ridge School by their parent who has previously parked the vehicle in the Connect Neighborhood Center's parking lot. The child and parent will walk together back to the center and depart in their vehicle. It is anticipated that parents will not be permitted to drive back and forth between the center and the adjacent schools. All children walking between the project and the adjacent schools will be accompanied by an adult.

A pedestrian crosswalk currently exists at the north leg of the Arrowcreek Parkway/Crossbow Court intersection which should be utilized to access Hunsburger Elementary School. A pedestrian crosswalk also exists at the south leg of the Crossbow Court/South Sage Ridge School driveway intersection which could be utilized to access Sage Ridge School. However, the middle school's proposed driveway is anticipated to intersect Crossbow Court at this location which may result in the relocation or elimination of the pedestrian crosswalk. It is therefore suggested that all pedestrian activity between Connect Neighborhood Center and Hunsburger Elementary School and Sage Ridge School utilize the existing pedestrian crosswalk at the north leg of the Arrowcreek Parkway/Crossbow Court intersection. It is recommended that the project developers implement a pedestrian circulation plan that clearly shows the walking routes between the proposed Connect Neighborhood Center and Sage Ridge School.

### SITE PLAN REVIEW

A copy of the conceptual site plan for the proposed Connect Neighborhood Center & Garden development is included in this submittal. The site plan indicates that project access will be provided from two proposed driveways on Crossbow Court. The project driveways were subsequently reviewed for spacing based on Washoe County development standards. Crossbow Court appears to have a 52 feet right-of way width which signifies a collector designation per Washoe County street design standards. Washoe County Street Design Standards indicate that the center to center spacing for driveways on commercial collectors shall be a minimum of 50 feet. The site plan indicates that the south project driveway will generally align with the southerly Hunsburger Elementary School driveway and be located  $\pm 225$  feet north of Arrowcreek Parkway and  $\pm 150$  south of the northerly Hunsburger Elementary School driveway. The north project driveway will be located  $\pm 240$  feet north of the northerly Hunsburger Elementary School driveway and more than 350 feet south of the adjacent Sage Ridge School driveway. The proposed project driveways will meet Washoe County's 50 foot spacing requirement.

The site plan indicates that the south project driveway will serve ingress-only movements and the north project driveway will serve full turning movements. An on-site roadway will provide a connection between the two driveways and will also provide direct access to the project's parking lot. The on-site roadway will be a one-way ingress only street between the south project driveway on Crossbow Court and the north parking lot access and then transition to a two-way street between the north parking lot access and the north project driveway on Crossbow Court. The parking lot will also serve two-way traffic. The project driveways, on-site roadways, and parking lot are anticipated to provide good access and internal circulation. It is recommended that project driveways, on-site roadways, and parking lot be designed to conform to Washoe County standards. It is recommended that adequate signing and striping improvements be installed at the project driveways and on-site roadways in order to inform motorists of their intended operation.

### RECOMMENDATIONS

Traffic generated by the proposed Connect Neighborhood Center & Garden development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Washoe County requirements.

It is recommended that the north project driveway on Crossbow Court be designed to operate with stop sign control at the driveway approach and include single ingress and egress lanes.

It is recommended that the south project driveway on Crossbow Court be designed to serve ingress-only movements and include a single one-way ingress lane.

It is recommended that project driveways, on-site roadways, and parking lot be designed to conform to Washoe County standards.

It is recommended that adequate on-site signing and striping improvements be installed at the project driveways and internal roadways in order to inform motorists of their intended operation.

It is recommended that the project developers implement a pedestrian circulation plan that clearly shows the walking routes between the proposed Connect Neighborhood Center and Hunsburger Elementary and Sage Ridge schools.

# APPENDIX

## Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

1.	Setting/Location:	General Urban/Suburban	32
	Number of Studies:	4	
	Avg. 1000 Sq. Ft. GFA:	78	
		50% entering, 50% exiting	

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

#### Data Plot and Equation

Caution - Small Sample Size



Trip Gen Manual, 10th Edition . Institute of Transportation Engineers

Recreational Community Center (495)					
	Vehicle Trip Ends vs:				
	On a:				
		Peak Hour of Adjacent Street Traffic,			
		One Hour Between 7 and 9 a.m.			
	Setting/Location:	General Urban/Suburban			
	Number of Studies:	10			
	Avg. 1000 Sq. Ft. GFA:	113			
		66% entering, 34% exiting			

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.76	1.08 - 3.18	0.74

### Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Recreational Community Center (495)					
Vehicle Trip Ends vs:	1000 Sq. Ft. GFA				
On a:	Weekday,				
	Peak Hour of Adjacent Street Traffic,				
	One Hour Between 4 and 6 p.m.				
Setting/Location:	General Urban/Suburban				
Number of Studies:	13				
Avg. 1000 Sq. Ft. GFA;	132				
Directional Distribution:	47% entering, 53% exiting				

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.31	1.05 - 5.37	1.14

### Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

A STATE OF THE STATE	ncs/ All-W	ay Stop Control Report	
General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing		
Project Description	7:00-8:00 AM		



Vehicle Volume and Adjus	tments										line of the second s	
Approach		Eastbound	l		Westbound	ł	1	Northboun	d		Southbound	ł
Movement	L	Т	R	L	Т	R	L	T	R	L	T	R
Volume	25	249			129	199		1.00	1	118		11
% Thrus in Shared Lane										1.00		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	Т	т	т	Т	R			1	L	R	
Flow Rate, v (veh/h)	36	178	178	92	92	284				169	16	
Percent Heavy Vehicles	2	2	2	2	2	2	1.54			2	2	
Departure Headway and S	ervice Ti	me					a construction				254	
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20			-	3.20	3.20	
Initial Degree of Utilization, x	0.032	0.158	0.158	0.082	0.082	0.253				0.150	0.014	
Final Departure Headway, hd (s)	6.88	6.37	6.37	6.29	6.29	5.58				7.41	6.21	
Final Degree of Utilization, x	0.068	0.315	0.315	0.161	0.161	0.441			1	0.347	0.027	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	and the second			2.3	2.3	
Service Time, ts (s)	4.58	4.07	4.07	3.99	3.99	3.28	fiell sent		1	5.11	3.91	
Capacity, Delay and Level	of Servic	e			- and the second		10					
Flow Rate, v (veh/h)	36	178	178	92	92	284				169	16	
Capacity	524	565	565	573	573	645			1	486	580	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	1.3	1.3	0.6	0.6	2.3			1	1.5	0.1	
Control Delay (s/veh)	10.1	12.0	12.0	10.2	10.2	12.6				14.0	9.1	
Level of Service, LOS	8	В	B	В	В	В				В	A	
Approach Delay (s/veh)		11.8			11.7						13.6	
Approach LOS		В			В						В	
Intersection Delay, s/veh   LOS			1	2.0						В		

HCS7 All-Way Stop Control Report							
General Information		Site Information					
Analyst	MSH	Intersection	Arrowcreek & Crossbow				
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County				
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway				
Analysis Year	2020	North/South Street	Crossbow Court				
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70				
Time Analyzed	Existing						
Project Description	7:30-8:30 AM						



Approach	-	Eastbound		1	Westbound		1	lorthboun	d	5	outhbound	1
Movement	L	т	R	L	Т	R	L	т	R	L	т	R
Volume	36	257			132	236				169		19
% Thrus in Shared Lane												
Lane	L1	LZ	13	L1	LZ	L3	L1	LZ	L3	L1	L2	L3
Configuration	L	T	T	T	T	R				L	R	
Flow Rate, v (veh/h)	51	184	184	94	94	337				241	27	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0,046	0.163	0.163	0.084	0.084	0.300				0.215	0.024	
Final Departure Headway, hd (s)	7.49	6.98	6.98	6.84	6.84	6.12				7.79	6.59	
Final Degree of Utilization, x	0.107	0.356	0.356	0.179	0.179	0.573				0.523	0.050	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.19	4.68	4.68	4.54	4.54	3.82				5.49	4.29	
Capacity, Delay and Level	of Servic	e			Santa		6					
Flow Rate, v (veh/h)	51	184	184	94	94	337				241	27	
Capacity	481	516	516	527	527	588				462	547	
95% Queue Length, Q <sub>95</sub> (veh)	0.4	1.6	1.6	0.6	0.6	3.6				3.0	0.2	
Control Delay (s/veh)	11.1	13.5	13.5	11.0	11.0	16.7				18.7	9.6	
Level of Service, LOS	В	В	В	В	В	С				С	A	
Approach Delay (s/veh)		13.2			14.7						17,8	
Approach LOS		В			В	_					C	
Intersection Delay, s/veh   LOS	-		1	4.9				a se du du d		В		All and the second

HCS7 All-Way Stop Control Report							
General Information		Site Information					
Analyst	MSH	Intersection	Arrowcreek & Crossbow				
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County				
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway				
Analysis Year	2020	North/South Street	Crossbow Court				
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70				
Time Analyzed	Existing		and the second second second				
Project Description	8:30-9:30 AM		and the second				



Vehicle Volume and Adjus	tments			1-3-3-								20	
Approach	Eastbound			Westbound			Northbound			Southbound			
Movement	L	т	R	L	Т	R	L	T	R	L	T	R	
Volume	39	252			133	190				174		32	
% Thrus in Shared Lane													
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Configuration	L	T	T	T	T	R	-			L	R		
Flow Rate, v (veh/h)	56	180	180	95	95	271				249	46		
Percent Heavy Vehicles	2	2	2	2	2	2				2	2		
Departure Headway and S	ervice Ti	me							-				
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20		
Initial Degree of Utilization, x	0.050	0.160	0.160	0.084	0.084	0.241				0.221	0.041		
Final Departure Headway, hd (s)	7.42	6.91	6.91	6.87	6.87	6.16				7.63	6.42		
Final Degree of Utilization, x	0.115	0.345	0.345	0.181	0.181	0.464				0.527	0.082		
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3		
Service Time, ts (s)	5.12	4.61	4.61	4.57	4.57	3.86				5.33	4.12		
Capacity, Delay and Level	of Servic	e											
Flow Rate, v (veh/h)	56	180	180	95	95	271		1		249	46		
Capacity	485	521	521	524	524	584				472	561		
95% Queue Length, Q <sub>95</sub> (veh)	0.4	1.5	1.5	0.7	0.7	2.4				3.0	0.3		
Control Delay (s/veh)	11.1	13.2	13.2	11.1	11.1	14.1				18.5	9.7		
Level of Service, LOS	В	В	в	В	В	В				С	A		
Approach Delay (s/veh)		12.9			12.9						17.1		
Approach LOS		В			В					-	с		
Intersection Delay, s/veh   LOS		14.0						2011		В	CASE OF A		

Site Information Intersection Jurisdiction East/West Street	Arrowcreek & Crossbow Washoe County Arrowcreek Parkway
Jurisdiction	Washoe County
East/West Street	Arrowcreek Parkway
North/South Street	Crossbow Court
Peak Hour Factor	0.85
	Peak Hour Factor



Approach	Eastbound			Westbound			Northbound			Southbound			
Movement	L	T	R	L	T	R	L	T	R	L	Т	R	
Volume	3	184			177	44				16		2	
% Thrus in Shared Lane												1000	
Lane	L1	L2	L3	L1	12	L3	L1	L2	L3	L1	1.2	L3	
Configuration	L	Т	Т	Т	T	R				L	R		
Flow Rate, v (veh/h)	4	108	108	104	104	52				19	2		
Percent Heavy Vehicles	2	2	2	2	2	2				2	2		
Departure Headway and S	ervice Ti	me		1. 11 T. 12	Sector 18		1		S VE				
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20		
Initial Degree of Utilization, x	0.003	0.096	0.096	0.093	0.093	0.046				0.017	0.002		
Final Departure Headway, hd (s)	5.61	5.11	5.11	5.06	5.06	4.36				6.24	5.04		
Final Degree of Utilization, x	0.006	0.154	0.154	0.146	0.146	0.063				0.033	0.003		
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	-			2.3	2.3		
Service Time, ts (s)	3.31	2.81	2.81	2.76	2.76	2.06				3.94	2.74		
Capacity, Delay and Level	of Servic	e					42	1. A.	1792	9°			
Flow Rate, v (veh/h)	4	108	108	104	104	52			[	19	2		
Capacity	642	704	704	712	712	826				577	714		
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.5	0.5	0.5	0.5	0.2				0.1	0.0		
Control Delay (s/veh)	8.3	8.7	8.7	8.6	8.6	7.3				9,1	7.8		
Level of Service, LOS	A	A	A	A	А	A				A	A		
Approach Delay (s/veh)	8.7				8.4						9.0		
Approach LOS	A			A							А		
Intersection Delay, s/veh   LOS		8.6						A					
	HCS7 All-W	ay Stop Control Report											
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General Information		Site Information											
Analyst	MSH	Intersection	Arrowcreek & Crossbow										
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County										
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway										
Analysis Year	2020	North/South Street	Crossbow Court										
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75										
Time Analyzed	Existing		ter and the second s										
Project Description	3:00-4:00 PM		The second s										



Vehicle Volume and Adjus	tments											
Approach		Eastbound	I		Westbound	i l		Northboun	d		Southbound	1
Movement	L	т	R	L	Т	R	L	T	R	L	T	R
Volume	25	220			184	187			1	240		55
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	Т	Т	Т	Т	R				L	R	
Flow Rate, v (veh/h)	33	147	147	123	123	249				320	73	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me						1.000				
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	ener mader ser			3.20	3.20	
Initial Degree of Utilization, x	0.030	0.130	0.130	0.109	0.109	0.222			1	0.284	0.065	
Final Departure Headway, hd (s)	7.92	7.41	7.41	7.12	7.12	6.40				7.59	6.39	
Final Degree of Utilization, x	0.073	0.302	0.302	0.243	0.243	0.443				0.675	0.130	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.62	5.11	5.11	4.82	4.82	4.10				5.29	4.09	
Capacity, Delay and Level	of Servic	e	7.5		44.000		12.10					
Flow Rate, v (veh/h)	33	147	147	123	123	249				320	73	
Capacity	454	486	486	506	506	562				474	564	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	1.3	1.3	0.9	0.9	2.3		1		5.0	0.4	
Control Delay (s/veh)	11.3	13.3	13.3	12.1	12.1	14.1				24.6	10.0	
Level of Service, LOS	В	В	В	В	В	В				с	В	
Approach Delay (s/veh)		13.1			13.1						21.9	
Approach LOS		в			В						c	
Intersection Delay, s/veh   LOS		V	1	5.9	C. C. Star					C		

	HCS7 All-W	ay Stop Control Report	
General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Existing		And the second
Project Description	4:30-5:30 PM		



## Vehicle Volume and Adjustments

Approach		Eastbound	1		Westbound	ł	1	Northboun	d	5	outhbound	i
Movement	L	Т	R	L	т	R	L	T	R	L	T	R
Volume	8	152			228	72				101		13
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	13	L1	L2	L3	L1	L2	L3
Configuration	L	Т	т	Т	T	R				L	R	
Flow Rate, v (veh/h)	9	84	84	127	127	80				112	14	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										÷
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.008	0.075	0.075	0.113	0.113	0.071				0.100	0.013	
Final Departure Headway, hd (s)	6.18	5.68	5.68	5.41	5.41	4,71				6.38	5.18	
Final Degree of Utilization, x	0.015	0.133	0.133	0.190	0.190	0.105				0.199	0.021	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	3.88	3.38	3.38	3.11	3.11	2.41				4.08	2.88	
Capacity, Delay and Level	of Servic	e								-		
Flow Rate, v (veh/h)	9	84	84	127	127	80				112	14	
Capacity	583	634	634	666	666	765				565	695	
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.5	0.5	0.7	0.7	0.3				0.7	0.1	
Control Delay (s/veh)	9.0	9.2	9.2	9.4	9.4	8.0				10.7	8.0	
Level of Service, LOS	A	A	A	A	A	A				В	А	
Approach Delay (s/veh)		9.2			9.0						10.3	
Approach LOS		А			A						В	
Intersection Delay, s/veh   LOS			9	.4						A		

	HCS7 All-W	ay Stop Control Report	
General Information	and the second second	Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S.		
Project Description	7:00-8:00 AM		



Approach		Eastbound		1	Vestbound		1	Northboun	d	5	outhbound	1
Movement	L	Т	R	L	T	R	L	T	R	L	т	R
Volume	87	249			142	209				179		49
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	т	T	T	т	R				L	R	
Flow Rate, v (veh/h)	124	178	178	101	101	299				256	70	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me						No.				
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.110	0.158	0.158	0.090	0.090	0.265				0.227	0.062	
Final Departure Headway, hd (s)	7.74	7.23	7.23	7.24	7.24	6.53				8.02	6.81	
Final Degree of Utilization, x	0.267	0.357	0.357	0.204	0.204	0.541				0.569	0.132	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.44	4.93	4.93	4.94	4.94	4.23				5.72	4.51	
Capacity, Delay and Level	of Servic	e	13.20						1	1.99		
Flow Rate, v (veh/h)	124	178	178	101	101	299				256	70	
Capacity	465	498	498	497	497	552				449	529	
95% Queue Length, Q <sub>%</sub> (veh)	1.1	1.6	1.6	0.8	0.8	3.2				3.5	0.5	
Control Delay (s/veh)	13.2	13.9	13.9	11.8	11.8	16.7				20.8	10.5	
Level of Service, LOS	В	В	В	В	В	С				С	В	
Approach Delay (s/veh)		13.7			14.7						18.6	
Approach LOS		В			В		_				C	
Intersection Delay, s/veh   LOS			1	5.3		1				C		Vite

	HCS7 All-W	ay Stop Control Report	The second second second second
General Information	A CARLON AND LOUGH	Site Information	Service Sciences Soll
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S.		
Project Description	7:30-8:30 AM		



## Vehicle Volume and Adjustments Approach Eastbound I

Approach		Eastbound	l.		Westbound	i	1	Northboun	d	9	Southbound	ł
Movement	L	Т	R	L	т	R	L	т	R	L	T	R
Volume	57	257			136	239				189		32
% Thrus in Shared Lane												
Lane	11	L2	L3	L1	L2	L3	L1	L2	13	L1	L2	L3
Configuration	L	Т	T	T	Т	R				L	R	
Flow Rate, v (veh/h)	81	184	184	97	97	341				270	46	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.072	0.163	0.163	0.086	0.086	0.303				0.240	0.041	
Final Departure Headway, hd (s)	7.81	7.30	7.30	7.18	7.18	6.47				8.02	6.82	
Final Degree of Utilization, x	0.177	0.372	0.372	0.194	0.194	0.613				0.602	0.087	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	Senter			2.3	2.3	
Service Time, ts (s)	5.51	5.00	5.00	4.88	4.88	4,17				5.72	4.52	
Capacity, Delay and Level	of Servic	e	1		1000	-		-				12,000
Flow Rate, v (veh/h)	81	184	184	97	97	341				270	46	
Capacity	461	493	493	501	501	557				449	528	
95% Queue Length, Q <sub>95</sub> (veh)	0.6	1.7	1.7	0.7	0.7	4.1				3.9	0.3	
Control Delay (s/veh)	12.2	14.3	14.3	11.6	11.6	18.9				22.1	10.2	
Level of Service, LOS	В	В	В	В	В	с				C	В	
Approach Delay (s/veh)		13.9			16.2						20.4	
Approach LOS		В			c						c	
Intersection Delay, s/veh   LOS			1	6.4						C		

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General Information	and the second	Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S.		
Project Description	8:30-9:30 AM		



Approach		Eastbound		V	Vestbound		P	lorthbound	đ	S	outhbound	ä
Movement	L	т	R	L	т	R	L	Т	R	L	T	R
Volume	44	252			134	191				178		35
% Thrus in Shared Lane												
Lane	LI	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	13
Configuration	L	T	T	т	r	R				L	R	
Flow Rate, v (veh/h)	63	180	180	96	96	273				254	50	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.056	0.160	0.160	0.085	0.085	0.243				0,226	0.044	
Final Departure Headway, hd (s)	7.48	6.96	6.96	6.94	6.94	6.23				7.67	6.46	
Final Degree of Utilization, x	0.131	0.348	0.348	0.185	0.185	0.472				0.542	0.090	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.18	4.66	4.66	4.64	4.64	3.93				5.37	4.16	
Capacity, Delay and Level	of Servic	e										
Flow Rate, v (veh/h)	63	180	180	96	96	273				254	50	
Capacity	482	517	517	519	519	578				469	557	
95% Queue Length, Q <sub>95</sub> (veh)	0.4	1,5	1.5	0.7	0.7	2.5				3.2	0.3	_
Control Delay (s/veh)	11.3	13.3	13.3	11.2	11,2	14.4				19.1	9.8	
Level of Service, LOS	В	B	В	В	В	В				C	A	1
Approach Delay (s/veh)		13.0			13.1					-	17.5	
Approach LOS		В			В						C	
Intersection Delay, s/veh   LOS				14.2						В		

General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	Existing + M.S.		
Project Description	2:00-3:00 PM		

## Lanes



Approach		Eastbound		v	Vestbound		ħ	lorthbound	đ	S	outhbound	
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	184			185	48				55		26
% Thrus in Shared Lane			-									
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	Т	Т	Т	T	R				L	R	
Flow Rate, v (veh/h)	44	123	123	123	123	64				73	35	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.039	0.109	0.109	0.110	0.110	0.057				0.065	0.031	
Final Departure Headway, hd (s)	6.08	5.57	5.57	5.56	5.56	4.85				6.62	5.42	_
Final Degree of Utilization, x	0.074	0,190	0.190	0,190	0.190	0.086				0.135	0.052	_
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	_
Service Time, ts (s)	3.78	3.27	3.27	3.26	3.26	2.55				4.32	3,12	
Capacity, Delay and Level	of Servic	e						200 N.				
Flow Rate, v (veh/h)	44	123	123	123	123	64				73	35	
Capacity	592	646	646	648	648	742				544	664	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	0.7	0.7	0.7	0.7	0.3				0.5	0.2	-
Control Delay (s/veh)	9.3	9.6	9.6	9.6	9.6	8.0				10.3	8.4	-
Level of Service, LOS	A	A	A	A	A	A				8	A	<u> </u>
Approach Delay (s/veh)		9.5			9.2		-			-	9.7	-
Approach LOS		А			A		1				A	
Intersection Delay, s/veh   LOS	in the second			9.4						A		

General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	Existing + M.S.		
Project Description	3:00-4:00 PM		



Approach		Eastbound		v	Vestbound		1	Vorthbound	ł	S	outhbound	
Movement	L	т	R	L	T	R	L	T	R	L	т	R
Volume	42	220			188	189				263		69
% Thrus in Shared Lane												
Lane	LI	L2	L3	L1	12	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	T	т	т	R				L	R	
Flow Rate, v (veh/h)	56	147	147	125	125	252				351	92	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										1
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	_
Initial Degree of Utilization, x	0.050	0.130	0.130	0.111	0.111	0,224				0.312	0.082	
Final Departure Headway, hd (s)	8.19	7.68	7.68	7.41	7.41	6.69				7.75	6.55	
Final Degree of Utilization, x	0.127	0.313	0.313	0.258	0.258	0.468				0.755	0.167	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.89	5.38	5.38	5,11	5.11	4.39			1	5.45	4.25	
Capacity, Delay and Level	of Servic	e					1					
Flow Rate, v (veh/h)	56	147	147	125	125	252				351	92	
Capacity	439	469	469	486	486	538				464	550	
95% Queue Length, Q <sub>95</sub> (veh)	0.4	1.3	1.3	1.0	1.0	2.5				6.4	0.6	
Control Delay (s/veh)	12.1	13.8	13.8	12.7	12.7	15.1				30.7	10.6	
Level of Service, LOS	В	В	В	В	В	c				D	В	
Approach Delay (s/veh)		13.6			13.9					-	26.5	
Approach LOS		В			В						D	
Intersection Delay, s/veh   LOS		-		18.1						с	The second	

General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Existing + M.S.		
Project Description	4:30-5:30 PM		



Approach	1	Eastbound		٧	Vestbound		٢	Northbound	ł	S	outhbound	
Movement	L	т	R	L	т	R	L	T	R	L	Т	R
Volume	24	152			232	74				122		26
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	Т	T	T	Т	R				L	R	
Flow Rate, v (veh/h)	27	84	84	129	129	82				136	29	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me		-				•				
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.024	0.075	0.075	0.115	0.115	0.073				0.120	0.026	
Final Departure Headway, hd (s)	6.35	5.84	5.84	5.60	5.60	4.89				6.47	5.28	
Final Degree of Utilization, x	0.047	0.137	0.137	0.200	0.200	0,112				0.244	0.042	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	4.05	3.54	3.54	3.30	3.30	2.59				4,17	2.98	
Capacity, Delay and Level	of Servic	e	1129		-	1						
Flow Rate, v (veh/h)	27	84	84	129	129	82				136	29	
Capacity	567	616	616	643	643	736				556	682	
95% Queue Length, Q <sub>95</sub> (veh)	0.1	0.5	0.5	0.7	0.7	0.4				0.9	0.1	
Control Delay (s/veh)	9.4	9.5	9.5	9.7	9.7	8.2				11.2	8.2	
Level of Service, LOS	A	Α	A	A	A	A		1		В	A	
Approach Delay (s/veh)		9.5			9.3						10.7	
Approach LOS		А			A						В	_
Intersection Delay, s/veh   LOS				9.7						A		

Seneral Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S. + Project		
Project Description	7:00-8:00 AM		





Approach	1	Eastbound	1	V	Vestbound		P	lorthbound	ł	Se	outhbound	
Movement	1.1	тТ	R	L	T	R	L	T	R	L	T	R
	95	249			142	241				196		53
% Thrus in Shared Lane												-
% Thrus in Shared Lane	11	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	т	т	т	R				L	R	
Flow Rate, v (veh/h)	136	178	178	101	101	344				280	76	
Percent Heavy Vehicles	2	2	2	2	2	2				2	Z	
Departure Headway and S	ervice Ti	me								No.		
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	_
Initial Degree of Utilization, x	0.121	0.158	0.158	0.090	0.090	0.306				0.249	0.067	
Final Departure Headway, hd (s)	8.05	7.54	7.54	7.48	7.48	6.76				8.25	7.05	
Final Degree of Utilization, x	0.303	0.372	0.372	0.211	0.211	0.647				0.642	0.148	
Move-Up Time, m (s)	2.3	23	2.3	2.3	2.3	2.3				2.3	2.3	_
Service Time, ts (s)	5.75	5.24	5.24	5.18	5.18	4.46				5.95	4.75	
Capacity, Delay and Level	of Servic	e									199	
Flow Rate, v (veh/h)	136	178	178	101	101	344				280	76	
Capacity	447	478	478	481	481	532				436	511	
95% Queue Length, Q <sub>95</sub> (veh)	1.3	1.7	1,7	0.8	0.8	4.6	1			4.4	0.5	
Control Delay (s/veh)	14.2	14,6	14.6	12.2	12.2	21.0				24.6	11.0	
Level of Service, LOS	В	В	В	В	В	C				c	В	
Approach Delay (s/veh)		14.5			17.7						21.7	
Approach LOS		В			c						C	
Intersection Delay, s/veh   LOS			1	7.6						с		

General Information		Site Information	
General miormation			
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S. + Project		
Project Description	7:30-8:30 AM		



Approach		Eastbound		٧	Vestbound		N	Vorthbound	ł	S	outhbound	
Movement	L	Т	R	L	т	R	L	Т	R	L	T	R
Volume	65	257			136	271				206		36
% Thrus in Shared Lane		-										
Lane	L1	L2	L3	L1	LZ	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	T	T	т	R				L	R	
Flow Rate, v (veh/h)	93	184	184	97	97	387				294	51	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20		-		3.20	3.20	
Initial Degree of Utilization, x	0.083	0.163	0.163	0.086	0.086	0.344				0.262	0.046	
Final Departure Headway, hd (s)	8.13	7.62	7.62	7.43	7,43	6.71				8.26	7.06	
Final Degree of Utilization, x	0.210	0.388	0.388	0.200	0.200	0.721				0.676	0,101	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	5.83	5.32	5.32	5.13	5.13	4.41				5.96	4.76	
Capacity, Delay and Level	of Servic	e					-					
Flow Rate, v (veh/h)	93	184	184	97	97	387				294	51	
Capacity	443	473	473	485	485	537				436	510	
95% Queue Length, Q <sub>95</sub> (veh)	0.8	1.8	1.8	0.7	0.7	5.9				4.9	0.3	
Control Delay (s/veh)	13.0	15.1	15.1	12.0	12.0	24.9				26.5	10.5	
Level of Service, LOS	В	С	С	В	В	С				D	В	
Approach Delay (s/veh)		14.7			20.6						24,1	
Approach LOS		В		-	c						С	
Intersection Delay, s/veh   LOS			1	9.5						с		

Seneral Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.70
Time Analyzed	Existing + M.S. + Project		
Project Description	8:30-9:30 AM		



Approach		Eastbound		v	Vestbound		N	lorthbound	ł	Se	outhbound	l.
Mayement	L	т	R	L	T	R	L	T	R	L	т	R
Volume	47	252			134	202				184		37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	т	T	т	Т	R				L	R	
Flow Rate, v (veh/h)	67	180	180	96	96	289				263	53	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me					1.5.5		ř.			
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.060	0.160	0,160	0.085	0.085	0.257				0.234	0.047	
Final Departure Headway, hd (s)	7.58	7.07	7.07	7.02	7.02	6.31				7.74	6.54	
Final Degree of Utilization, x	0.141	0.353	0.353	0,187	0.187	0.505				0.565	0.096	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	-
Service Time, ts (s)	5.28	4.77	4,77	4.72	4.72	4.01			1	5.44	4.24	
Capacity, Delay and Level	of Servic	e					tino.					
Flow Rate, v (veh/h)	67	180	180	96	96	289				263	53	
Capacity	475	509	509	513	513	571			-	465	550	
95% Queue Length, Q <sub>95</sub> (veh)	0.5	1.6	1.6	0.7	0.7	2.8				3.4	0.3	_
Control Delay (s/veh)	11.5	13.6	13.6	11.3	11.3	15.3				20.1	9.9	
Level of Service, LOS	В	В	В	В	В	C			1	c	<u> </u>	
Approach Delay (s/veh)		13.3			13.7					-	18.4	
Approach LOS		В			В						С	
Intersection Delay, s/veh   LOS			1	14.7						В		

General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	Existing + M.S. + Project		
Project Description	2:00-3:00 PM		



Approach	1 :	astbound		V	Vestbound		P	lorthbound	ł	Se	outhbound	
Movement	1,1	т	R	L	T	R	L	Т	R	L	T	R
- An and the second	34	184			185	53				60		27
Volume												
% Thrus in Shared Lane	1 11	L2	13	L1	L2	L3	L1	12	L3	LI	12	L3
Lane			т	т. Т	T	R				L	R	
Configuration	L			123	123	71				80	36	-
Flow Rate, v (veh/h)	45	123	123			2		-		2	2	
Percent Heavy Vehicles	2	2	2	2	2	2						
Departure Headway and S	ervice Ti	me					1	1	-	-		
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.040	0.109	0.109	0.110	0.110	0.063				0.071	0.032	
Final Departure Headway, hd (s)	6.12	5.62	5.62	5.60	5.60	4.89		-		6.64	5.44	
Final Degree of Utilization, x	0.077	0.192	0.192	0.192	0.192	0.096				0.148	0.054	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	-
Service Time, ts (s)	3.82	3.32	3.32	3.30	3.30	2.59				4.34	3.14	
Capacity, Delay and Level	of Servic	e										
Flow Rate, v (veh/h)	45	123	123	123	123	71				80	36	
Capacity	588	640	640	643	643	736				542	661	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	0.7	0.7	0.7	0.7	0.3				0.5	0.2	
Control Delay (s/veh)	9.3	9.6	9.6	9.6	9.6	8.1				10.5	8.5	
Level of Service, LOS	A	A	A	A	A	A				В	A	
Approach Delay (s/veh)		9.6			9.3						9.9	
Approach LOS		A		T	A						A	
Intersection Delay, s/veh   LOS				9.5	a she was				N. FANG	А		

Seneral Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	Existing + M.S. + Project		
Project Description	3:00-4:00 PM		



Approach	1	Eastbound		v	Vestbound		P	lorthbound	ł	Se	outhbound	R
Movement	1.1	т	R	L	T	R	L	Т	R	L	т	R
Volume	44	220			188	197				272		72
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	т	Т	Т	т	R				L	R	
Flow Rate, v (veh/h)	59	147	147	125	125	263				363	96	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	
Initial Degree of Utilization, x	0.052	0.130	0.130	0.111	0.111	0.233				0.322	0.085	
Final Departure Headway, hd (s)	8.30	7.78	7.78	7.49	7.49	6.77				7.82	6.61	
Final Degree of Utilization, x	0.135	0.317	0.317	0.261	0.261	0.494				0.787	0.176	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2.3	
Service Time, ts (s)	6.00	5.48	5,48	5.19	5.19	4.47				5.52	4.31	
Capacity, Delay and Level	of Servic	e		1								
Flow Rate, v (veh/h)	59	147	147	125	125	263				363	96	
Capacity	434	463	463	480	480	531				461	545	
95% Queue Length, Q <sub>95</sub> (veh)	0.5	1.3	1.3	1.0	1.0	2.7				7.1	0.6	
Control Delay (s/veh)	12.3	14.0	14.0	12.8	12.8	15.9				33,8	10.7	
Level of Service, LOS	В	В	В	В	В	С			1	D	В	L
Approach Delay (s/veh)		13.8			14.4						29.0	-
Approach LOS		В	520117531911		В					1	D	
Intersection Delay, s/veh   LOS			1	19.3						С		

General Information		Site Information	
Analyst	MSH	Intersection	Arrowcreek & Crossbow
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	3/5/2020	East/West Street	Arrowcreek Parkway
Analysis Year	2020	North/South Street	Crossbow Court
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Existing + M.S. + Project		
Project Description	4:30-5:30 PM		



Approach		Eastbound		v	Vestbound		1	Vorthbound	ł	S	outhbound	
Movement	L	т	R	L	T	R	L	Т	R	L	T	R
Volume	29	152			232	93				144		32
% Thrus in Shared Lane							an second					
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	T	т	т	R				L	R	
Flow Rate, v (veh/h)	32	84	84	129	129	103				160	36	
Percent Heavy Vehicles	2	2	2	2	2	2				2	2	
Departure Headway and S	ervice Ti	me	and the second									
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20		-		3.20	3.20	_
Initial Degree of Utilization, x	0.029	0.075	0.075	0.115	0.115	0.092				0.142	0.032	
Final Departure Headway, hd (s)	6.55	6.04	6.04	5.76	5.76	5.05				6.59	5.39	
Final Degree of Utilization, x	0.059	0.142	0.142	0.206	0.206	0.145				0.293	0.053	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3				2.3	2,3	_
Service Time, ts (s)	4.25	3.74	3.74	3.46	3.46	2.75				4.29	3.09	
Capacity, Delay and Level	of Servic	e										
Flow Rate, v (veh/h)	32	84	84	129	129	103				160	36	
Capacity	550	596	596	625	625	712				546	668	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	0.5	0.5	0.8	0.8	0.5				1.2	0.2	
Control Delay (s/veh)	9.7	9.7	9.7	10.0	10.0	8.6				12.0	8.4	
Level of Service, LOS	A	A	A	A	A	A				В	A	
Approach Delay (s/veh)		9.7			9.6						11.3	-
Approach LOS		А	1-1-100000000000		A						В	
Intersection Delay, s/veh   LOS			1	0.1						В	20 June	

General Information	The second	23					Site II	nform	ation	-						
A CONTRACTOR OF THE OWNER OWNE	MSH					-	Interse	ction		T	Crossb	ow/Soul	th ES Dw	y	The statement	
Analyst		ui Engin	oors				Jurisdie			-		e Count		-		
Agency/Co. Date Performed	3/5/20							est Stre	et	-		ES Drive		1000		-
Analysis Year	2020	20		2129/With				South S		-		ow Cou				
Time Analyzed	Existing	a		-		-		lour Fact			0.50					
Intersection Orientation	North-				111111		Analys	is Time I	Period (h	irs)	0.25		Actes			
Project Description		:00 AM														
Lanes																
				UA TAAN	A A Major	1 1 + Y Street Nor	t F C h-South	144444								
Vehicle Volumes and Ad	justme	nts	6				N.S.			1	10-0	1	1444			
Approach		Eastb	ound			West					bound			South	bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	10	1	2	3	4U 0	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0		T
Configuration	_		LR							LT 30	194				104	-
the second se				25						30	194	See Section	1.000		1 104	
Volume (veh/h)	-	0							-	1 2	-	1	1	-	1	-
Volume (veh/h) Percent Heavy Vehicles (%)		0 2		2						2			-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2								2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	0							2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized		2	0	2						2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		2	0	2	vided					2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized	Headwa	2	0	2 Undi	vided											
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage	leadwa	2 Nys 7.1	0	2 Undi	vided					4.1						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	2 <b>Nys</b> 7.1 6.42	0	2 Undi 6.2 6.22	vided					4.1 4.12						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	Headwa	2 bys 7.1 6.42 3.5		2 Undi 6.2 6.22 3.3	vided					4.1 4.12 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 <b>bys</b> 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		2 <b>bys</b> 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 <b>bys</b> 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, a		2 <b>bys</b> 7.1 6.42 3.5 3.52	Gervice	2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60 1363						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		2 <b>bys</b> 7.1 6.42 3.5 3.52	Gervice 50	2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60 1363 0.04						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		2 <b>bys</b> 7.1 6.42 3.5 3.52	50 832 0.06 0.2	2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60 1363 0.04 0.1						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Apadway (sec) Follow-Up Headway (sec) Control Delay (s/veh)		2 <b>bys</b> 7.1 6.42 3.5 3.52	50 832 0.06 0.2 9.6	2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60 1363 0.04 0.1 7.8						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Hea		2 <b>bys</b> 7.1 6.42 3.5 3.52	50 832 0.06 0.2	2 Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 60 1363 0.04 0.1 7.8 A	14					

						1	Site I	aform	ation							district in
General Information	2012								ation		1990	-				-
Analyst	MSH			-			Interse						th ES Dw	y		
Agency/Co.		ui Engine	eers		_		Jurisdia					e Count				-
Date Performed	3/5/20	20						est Stre				ES Drive			-	-
Analysis Year	2020							South S				ow Cou	rt			_
Time Analyzed	Existing							our Fac		-+	0.50	Contrar -	-	-		-
Intersection Orientation	North-				1		Analys	is Time	Period (h	irs)	0.25					
Project Description	7:30-8:	30 AM	12-11-1A										-	2013 11		1
Lanes					and a second	3	112.00					1.5				
				74178 PL	A 1 Major	オ キキア Street Nor	t t ř	4 1 7 4 1 1					- 10 - C.			
Vehicle Volumes and Ad	justme	nts		al and								12.24	200			
Approach		Eastb	ound			West	_			North		-			bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	4	T 5	
Priority		10	11	12		7	8	9	10	1	2	3	40		2	-
		0	1	0	_	0	0	0	0	0	1	0	0	0	-	T
Number of Lanes		8 8	LR			1			· · · · · · · · · · · · · · · · · · ·	U			1.1			1. 2
Number of Lanes Configuration										60	212				126	1
Configuration Volume (veh/h)		0		62						60	212				126	_
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0		62 2						60 2	212				126	(
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2									212				126	(
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	)								212				126	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	)	2	vided						212				126	(
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		2	)	2	vided						212				126	(
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>	Headwa	2 ys	)	2 Undir	vided					2	212				126	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	Headwa	2 ys 7.1	)	2 Undi	vided					2	212				126	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	Headwa	2 ys 7.1 6.42		2 Undi 6.2 6.22	vided					2	212				126	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	Headwa	2 ys 7.1 6.42 3.5		2 Undir 6.2 6.22 3.3	vided					2 4.1 4.12	212				126	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 ys 7,1 6,42 3,5 3,52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2	212				126	
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ys 7.1 6.42 3.5 3.52		40 2 Undi 6.2 6.22 3.3 3.32	/ided					LT 32 2 4.1 4.1 2.2					74	Т
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 2 ys 7.1 6.42 3.5 3.52	LR 0 0 ervice 80 899	40 2 Undi 6.2 6.22 3.3 3.32	vided					LT 32 2 4.1 4.1 4.12 2.2 2.22 64					74	Т
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Analysis Year	2020							/South S				bow Cou	irt	-		
Time Analyzed		g + M.S.						Hour Fac			0.50					
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Project Description	7:00-8	MA 00:														
Lanes																
				14444	A D N Major	1 1 P Y Street Nor	th-South	7417420								act the
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Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
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Right Turn Channelized				Ondi	naea				1					and the second	Car Adding of	
Median Type   Storage					200										1	1
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Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.42 3.5 3.52	50 645 0.08	6.2 6.22 3.3 3.32						4.12 2.2 2.22 60 1153 0.05						
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General Information							Site Ir	nform	ation	1277						1
Analyst	MSH						Interse	ction	17-1-11-2		Crossb	ow/Sout	h ES Dw	у		
Agency/Co.	Solaeg	ui Engine	ers			1	Jurisdio	tion			Washo	e Count	y			
Date Performed	3/5/20	20					East/W	lest Stree	et		South I	ES Drive	way			
Analysis Year	2020						North/	South S	treet		Crossb	ow Cou	rt		-	
Time Analyzed	Existin	g + M.S.					Peak H	lour Fact	or		0,50					
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Project Description	7:30-8	:30 AM														
Lanes				- 00		1000										
				14 174 FL	กา: <sub>Major</sub>	1 1 + Y Street Nor	t P f	1444140								
Vehicle Volumes and Ad	justme	nts						Fall			aldes	12		2		
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Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
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the second se		0 2		62 2							236				159	0
Volume (veh/h)										60	236				159	0
Volume (veh/h) Percent Heavy Vehicles (%)		2	) )							60	236				159	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2	0	2						60	236				159	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		2	0	2	vided					60	236				159	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	2	0	2	vided					60 2	236				159	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	2	0	2	vided					60 2 4.1	236				159	
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	2 nys 7,1		2 Undi 6.2 6.22 3.3	vided					60 2 4.1 4.12 2.2	236				159	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	2 nys 7.1 6,42		2 Undi 6.2 6.22	vided					60 2 4.1 4.12	236				159	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 hys 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					60 2 4.1 4.12 2.2	236					
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ieneral Information	17.000					T	Site I	nform	ation				115			1
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10 0 2	11 1 LR	12 0 106 2 Undi		7	8	9	10	1 0 LT 78 2	2	3	4U	4	5	( (
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		10 0 2 ys 7.1 6.42 3.5	11 1 LR	12 0 106 2 Undi 6.2 6.22 3.3		7	8	9	10	1 0 LT 78 2 	2	3	4U	4	5	E C T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 7.1 6.42 3.5 3.52	11 1 LR 0	12 0 106 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 78 2 	2	3	4U	4	5	6 0 TT (
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	10 0 2 7.1 6.42 3.5 3.52	11 1 LR 0	12 0 106 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 78 2 	2	3	4U	4	5	E C T
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	leadwa	10 0 2 7.1 6.42 3.5 3.52	11 1 LR 0 0 ervice 212	12 0 106 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 78 2	2	3	4U	4	5	( (
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Readway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Action (Sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (Sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (Sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 7.1 6.42 3.5 3.52	11 1 LR 0 0 ervice 212 826	12 0 106 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 78 2 	2	3	4U	4	5	E C T
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	leadwa	10 0 2 7.1 6.42 3.5 3.52	11 1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 106 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 78 2	2	3	4U	4	5	I T

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General Information							Site lı	nform	ation				Tist.			
Analyst	MSH					T	Interse	ction			Crossb	ow/Sout	th ES Dw	У		
Agency/Co.	Solaeg	ui Engine	eers				Jurisdie	tion			Washo	e Count	у		1.12	
Date Performed	3/5/202	20					East/W	lest Stre	et		South	ES Drive	way			
Analysis Year	2020						North/	South S	treet		Crossb	ow Cou	rt		1	
Time Analyzed	Existing	9 + M.S.					Peak H	lour Fact	tor		0.85					
Intersection Orientation	North-	South					Analys	is Time l	Period (h	irs)	0.25					
Project Description	2:00-3:	00 PM														_
Lanes				18 - Sec.												
				14 1 1 A & A	A T Major	역 역 수 Y Street: Nor	t t C h-South	144712								
Vehicle Volumes and Ad	justmei	nts								- 92						
Approach		Eastb	ound			West	ound			North				-	bound	F
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	4	T	
		10	11	12		7	8	9	10	1	2	3	40	4	5	1.1.1.1
Priority		10							-					0	1 1	-
Priority Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	(
		0		0			0		0	LT	1	0	0	0		( T
Number of Lanes		0	1	0			0		0	LT 14		0	0	0	1 71	( T
Number of Lanes Configuration		0	1	0			D		0	LT	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	1 LR	0			0		0	LT 14	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	1	0			0		0	LT 14	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0	1 LR	0 10 2			0		0	LT 14	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		0	1 LR	0 10 2	vided		0		0	LT 14	1	0	0	0		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized	Headwa	0	1 LR	0 10 2 Undi	vided		0		0	LT 14 2	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	0 2 ys 7.1	1 LR	0 10 2 Undi	vided		0		0	LT 14 2 4.1	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	0 2 ys 7.1 6.42	1 LR	0 10 2 Undi 6.2 6.22	vided		0		0	LT 14 2 4.1 4.12	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	0 2 ys 7.1 6.42 3.5	1 LR	0 10 2 Undi 6.2 6.22 3.3	vided		0		0	LT 14 2 4.1 4.1 2.2	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vided		0		0	LT 14 2 4.1 4.12	1	0	0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vided				0	LT 14 2 4.1 4.12 2.2 2.22	1		0	0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0 0 0 0 0 0 0 12	0 10 2 Undi 6.2 6.22 3.3 3.32	vided		0		0	LT 14 2 4.1 4.1 2.2 2.22 2.22 16	1					( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b>		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vīded				0	LT 14 2 4.1 4.12 2.22 2.22 16 1513	1			0		( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b> Flow Rate, v (veh/h)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vided				0	LT 14 2 4.1 4.12 2.2 2.22 16 1513 0.01	1					( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Sollow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vided					LT 14 2 4.1 4.12 2.22 2.22 16 1513 0.01 0.0	1					( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)		0 2 ys 7.1 6.42 3.5 3.52	1 LR 0 0 ervice 12 976 0.01 0.0 8.7	0 10 2 Undi 6.2 6.22 3.3 3.32	vided					LT 14 2 4.1 4.12 2.22 2.22 16 1513 0.01 0.0 7.4	1					( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Vc Ratio 95% Queue Length, Q <sub>95</sub> (veh)		0 2 ys 7.1 6.42 3.5 3.52 el of S	1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 2 Undi 6.2 6.22 3.3 3.32	vided					LT 14 2 4.1 4.1 2.2 2.22 2.22 16 1513 0.01 0.0 7.4 A	1					T

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General Information				-			Site I	nform	nation						-1600	
Analyst	MSH						Interse	ction			Crossb	ow/Sout	th ES Dw	Ŋ.		
Agency/Co.	Solaeg	ui Engino	eers				Jurisdi	tion			Washo	e Count	У	-		
Date Performed	3/5/20	20						lest Stre				ES Drive				_
Analysis Year	2020			2.2			North/	South S	treet		Crossb	ow Cou	rt			_
Time Analyzed	Existing	g + M.S.						lour Fac			0.50					-
Intersection Orientation	North-	South			-		Analys	is Time	Period (h	irs)	0.25				-	
Project Description	3:00-4:	00 PM														
Lanes															Sec. 1	
A starting of the starting of				JALLABL		1 1 4 Y r Street: Nor	† ŀŕ th South	412485								
Vehicle Volumes and Ad	justme	nts					1944			011		1		-	-	
Approach		Eastb	ound			West	bound	-		North	-				bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	(
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	T
			LR				-		-	LT	166				226	
Configuration	_			106 1											220	
Volume (veh/h)		0		106		-	-	-	-	65	100	-	-	-	1	-
Volume (veh/h) Percent Heavy Vehicles (%)		0 2		2						2	100				-	_
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2									100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	0								100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	0	2	idad						100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		2	0	2	vided						100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	Headwa	2 ys	0	2 Undi	vided					2	100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	Headwa	2 ys 7.1	0	2 Undi	vided					2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	Headwa	2 ys 7.1 6.42	0	2 Undi 6.2 6.22	vided					2 4.1 4.12						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	Headwa	2 ys 7.1 6.42 3.5	0	2 Undi 6.2 6.22 3.3	vided					2 4.1 4.12 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 ys 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		2 ys 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 ys 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.22 2.22 130						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, a		2 ys 7.1 6.42 3.5 3.52	ervice 212 607	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 130 1107						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		2 ys 7.1 6.42 3.5 3.52	ervice 212 607 0.35	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 130 1107 0.12						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow Headway (sec) Follow Headway (sec) Follow Headway (se		2 ys 7.1 6.42 3.5 3.52	ervice 212 607 0.35 1.6	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.22 2.22 130 1107 0.12 0.4						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, a Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)		2 ys 7.1 6.42 3.5 3.52	ervice 212 607 0.35 1.6 14.1	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 130 1107 0.12 0.4 8.7						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Keadway (sec) Follow-Up Ke		2 ys 7.1 6.42 3.5 3.52 l of S	ervice 212 607 0.35 1.6	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 130 1107 0.12 0.4 8.7 A						

General Information			2.2	233	1	1	Site I	nform	nation		-		1.14			
Analyst	MSH		and the later	-			Interse	ection		T	Crossb	ow/Sou	th ES Dw	y	6	
Agency/Co.	Solaeg	jui Engir	ieers				Jurisdi	iction			Washo	be Count	y			
Date Performed	3/5/20	020					East/V	Vest Stre	et		South	ES Drive	way			
Analysis Year	2020						North	/South S	treet		Crossb	oow Cou	rt			
Time Analyzed	Existin	g + M.S					Peak H	Hour Fac	tor		0.50					
Intersection Orientation	North	-South					Analy:	sis Time	Period (h	rs)	0.25					
Project Description	4:30-5	:30 PM														
				14 1 Y + P		4 1 + Y Street: Nor		417480								
V 1 · 1 · V 1	Adjustme	nts	929 -		100		55			1	1					
Vehicle Volumes and		ALC: NOT THE OWNER OF THE OWNER OWNER OF THE OWNER				Wost	bound			North	bound			South	bound	
Approach		Eastb	ound			VICSU				TAO TUN					-	
and the second se	υ	Eastb L	ound T	R	U	L	T	R	U	L	T	R	U	L	т	F
Approach	U	1		R 12	U	L 7		9	1U	L 1	T 2	3	4U	4	T 5	6
Approach Movement	U	L	Т		U	L	T		-	L	T		-	-	т	-

Number of Lanes	0	1	0	0	0	0	0	0	1	0	0	0	1	0
Configuration		LR						LT				L		TR
Volume (veh/h)	0		40					32	66				108	0
Percent Heavy Vehicles (%)	2		2					2					-	
Proportion Time Blocked														
Percent Grade (%)		0										120102		
Right Turn Channelized													_	
Median Type   Storage			Undivi	ded										
Critical and Follow-up Hea	dways				18									
Base Critical Headway (sec)	7.1		6.2					4.1						L
Critical Headway (sec)	6,42		6.22					4.12						-
Base Follow-Up Headway (sec)	3.5		3.3					2.2			1	-	-	-
Follow-Up Headway (sec)	3.52		3.32	-				2.22						
Delay, Queue Length, and	Level of S	ervice		lest of	X								1000	
Flow Rate, v (veh/h)		80	Π					64						
Capacity, c (veh/h)		824				-		1354						
v/c Ratio		0.10						0.05			-			_
95% Queue Length, Q <sub>95</sub> (veh)		0.3				-		0.1				_	-	-
Control Delay (s/veh)		9.8						7.8			-	-		+
Level of Service (LOS)		A						A			-			1
Approach Delay (s/veh)		9.8		Anna ann an Anna an Anna Anna Anna Anna	- Korence IV				2.8		-			
	The other states and the state of the states	and the second s												

Approach LOS

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General Information	and the second second						Site	nform	nation		1999					
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Analyst	MSH						Interse						th ES Dv	wy		
Agency/Co.		ui Engin	eers				Jurisdi	2012.2				e Count	-			
Date Performed	3/5/20	20						Vest Stre				ES Drive		-		
Analysis Year	2020							/South S			-	ow Cou	irt		-	
Time Analyzed		g + M.S.	+ Projec	t				Hour Fac			0.50			_		-
Intersection Orientation	North-			102-24	121200		Analys	sis time	Period (ł	Irs)	0.25	and Same			-	-
Project Description	7:00-8:	00 AM													2.000	
Lanes							1. al					Anna a			14.14	
				041545		*       * * *       Street, Nor		114411								
Vehicle Volumes and Adj	justmer						10			1.000	1					
Approach		Eastb					bound			North				-	nbound T	R
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	-	-
the local design of the lo	-															1 Z
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	-
Number of Lanes		10 0	1	12 0		7	8	9	10	1	1	3	40	0	1	(
Number of Lanes Configuration		0	1 LTR	0				-		0	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h)		0	1 LTR 0	0 25				-		0 30	1					( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	1 LTR	0				-		0	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0 0 2	1 LTR 0 2	0 25				-		0 30	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0 0 2	1 LTR 0	0 25				-		0 30	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0 0 2	1 LTR 0 2	0 25 2				-		0 30	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		0	1 LTR 0 2	0 25	ided			-		0 30	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>	leadwa	0 0 2 () ys	1 LTR 0 2	0 25 2 Undi	ńded			-		0 30 2	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage	leadwa	0 0 2 ( ys 7.1	1 LTR 0 2 0	0 25 2 Undi	ńded			-		0 30 2	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	0 0 2 ( ys 7.1 7.12	1 LTR 0 2 0 0 6.5 6.52	0 25 2 Undi 6.2 6.22	ńded			-		0 30 2 4.1 4.12	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	0 2 ( ys 7.1 7.12 3.5	1 LTR 0 2 	0 25 2 Undi 6.2 6.22 3.3	ńded			-		0 30 2 4.1 4.1 2.2	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ( ys 7.1 7.12 3.5 3.52	1 LTR 0 2 0 6.5 6.52 4.0 4.02	0 25 2 Undi 6.2 6.22 3.3 3.32	vided			-		0 30 2 4.1 4.12	1 LTR	0			1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 2 ( ys 7.1 7.12 3.5 3.52	1 LTR 0 2 0 6.5 6.52 4.0 4.02	0 25 2 Undi 6.2 6.22 3.3 3.32	vided			-		0 30 2 4.1 4.1 2.2	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 ( ys 7.1 7.12 3.5 3.52	1 LTR 0 2 0 6.5 6.52 4.0 4.02	0 25 2 Undi 6.2 6.22 3.3 3.32	ńded			-		0 30 2 4.1 4.1 2.2	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b>		0 2 ( ys 7.1 7.12 3.5 3.52	1 LTR 0 2 	0 25 2 Undi 6.2 6.22 3.3 3.32	vided			-		0 30 2 4.1 4.12 2.2 2.22	1 LTR	0			1	( T
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		0 2 ( ys 7.1 7.12 3.5 3.52	1 LTR 0 2 6.5 6.5 6.52 4.0 4.02 ervice	0 25 2 Undi 6.2 6.22 3.3 3.32	ided			-		0 30 2 4.1 4.1 2.2 2.22 60	1 LTR	0			1	( T
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General Information	- And						Site	nform	ation	and a second sec		-		136-2		
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Analyst	MSH						Interse						th ES Dw	ry		-
Agency/Co.		iui Engin	eers				Jurisdi	20110				e Count			-	
Date Performed	3/5/20	20						/est Stre				ES Drive				
Analysis Year	2020			-				South S				ow Cou	n			
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Lanes			- Andrew	10.00	1								in the second second			
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Vehicle Volumes and Ad	justme	nts				March			-			2				
Approach		Eastb	ound			West	ound			North					bound	-
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0 TF
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Configuration			LTR								LTR				100	
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Volume (veh/h) Percent Heavy Vehicles (%)		0		62 2						60 2		36			180	
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	0									36			180	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	0 3	2								36			180	0
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	2 ys 7.1	0 3 0 6.5	2 Undi	vided					2		36			180	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	2 ys 7.1 7.12	0 3 0 6.5 6.53	2 Undi 6.2 6.22	vided					2 4.1 4.12		36			180	
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Action Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)		2 ys 7.1 7.12 3.5 3.52	0 3 6.5 6.53 4.0 4.03 ervice 124 684 0.18 0.7 11.4	2 Undi 6.2 6.22 3.3 3.32	rided					2 4.1 4.12 2.2 2.22 120 1199 0.10 0.3 8.3		36			180	
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General Information						Site	Inform	natio	n		-		12,70		-
Analyst	MSH					Inters	ection			Cross	bow/Sou	uth ES D	wy		
Agency/Co.	Solaegui En	gineers				Jurisd	iction			Wash	oe Coun	ity			
Date Performed	3/5/2020					East/V	West Stre	eet		South	ES Driv	eway			
Analysis Year	2020					North	/South S	Street		Cross	bow Co	urt	a freed from		14.
Time Analyzed	Existing + N	.S. + Proj	ect			Peak I	Hour Fac	tor		0.50					
Intersection Orientation	North-South	1		and a state		Analy	sis Time	Period (	hrs)	0.25					
Project Description	8:30-9:30 AI	И													
Lanes							-					14-	1		
Vohielo Velumes and Ad			141741		<del>بر</del> ۲ ۲ ۲ ۲ ۲ Street Nor		412480								
Vehicle Volumes and Ad		15.5					53-3				1		5.18	1000	
Approach		tbound			1	oound				bound				bound	
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Priority Number of Lanes	10	11	12 0		7	8	9	1U 0	0	2	3	4U 0	0	1	6
	0	LTR	0		-	0	0	0	0	LTR	0	0	0		TF
Configuration		+	-	-	-									115	1.1
Valume (ush (h)			106	1.1						158	1 13				0
Volume (veh/h)	0	0	106						78	158	13			113	0
Percent Heavy Vehicles (%)	2	3	106 2						2	158	13				0
Percent Heavy Vehicles (%) Proportion Time Blocked		3								158	13				0
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)										158	13				0
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Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	2	3	2	vided						158	13				0
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Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadways 7.1 7.12 3.5	3 0 6.5 6.53 4.0	2 Undi 6.2 6.22	vided					2 4.1 4.12	158					0
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Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	eadways 7.1 7.12 3.5 3.52	3 0 6.5 6.53 4.0 4.03 <b>Service</b> 212 809 0.26	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 156 1338 0.12						
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General Information	-		2222		12.2	5	and shall be a state		natior	1						2.0
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Agency/Co.	Solaegu		leers				Jurisd					be Coun				
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Project Description	2:00-3:0	UO PINI						-								
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Movement Priority Number of Lanes Configuration	U	10	11 1	12	U		8	9	10	1	2	3	4U	4	5	i T
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10 0	11 1 LTR 0	12 0 10	U		8	9	10	1 0 14	2 1 LTR	3	4U	4	5	T
Movement Priority Number of Lanes Configuration Volume (veh/h)		10 0 0 2	11 1 LTR 0	12 0 10	U		8	9	10	1 0 14	2 1 LTR	3	4U	4	5	T
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		10 0 0 2	11 1 LTR 0 3	12 0 10 2	U		8	9	10	1 0 14	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		10 0 2	11 1 LTR 0 3	12 0 10 2			8	9	10	1 0 14	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		10 0 2	11 1 LTR 0 3	12 0 10 2			8	9	10	1 0 14	2 1 LTR	3	4U	4	5	T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		10 0 2	11 1 LTR 0 3	12 0 10 2 Undi			8	9	10	1 0 14 2	2 1 LTR	3	4U	4	5	T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehides (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)		10 0 2 /s	11 1 LTR 0 3 0	12 0 10 2 Undi			8	9	10	1 0 14 2 4.1	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)		10 0 2 75 7.1 7.12	11 1 LTR 0 3 0 6.5 6.53	12 0 10 2 Undi 6.2 6.22			8	9	10	1 0 14 2 4.1 4.12	2 1 LTR	3	4U	4	5	T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 12	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 4.1 4.12 2.2 2.22	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 12 967	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 4.1 4.1 2.2 2.22 16	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehides (%) Proportion Time Blocked Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Capacity, c (veh/h) v/c Ratio	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 12	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 4.1 4.12 2.2 2.22 16 1504	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 12 967 0.01	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 4.1 4.1 2.2 2.22 2.22 16 1504 0.01	2 1 LTR	3	4U	4	5	i T
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehides (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Capacity, c (veh/h) v/c Ratio	leadway	10 0 2 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 12 967 0.01 0.0	12 0 10 2 Undi 6.2 6.22 3.3 3.32			8	9	10	1 0 14 2 4.1 4.1 2.2 2.22 2.22 16 1504 0.01 0.0	2 1 LTR	3	4U	4	5	1

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Project Description	3.00-4	.00 PIVI		-		-						-		Circle Contraction		11. A. A. A.
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comgaration				100						2					238	-
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General Information	Contraction of the	and the states					Site	Inform	natio	1			and the state			
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Agency/Co.		jui Engir	heers					liction				oe Coun		wy		
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Project Description		:30 PM				S. MILLEY	Policity	ala fillite	Tenou (	1113/	0.25					-
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				141444		* * * Y r Street Nor		5 4 4 4 4 F F								
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Priority Number of Lanes Configuration	U	10 0	11 1 LTR	12 0	U	7	8	9	10	1	2 1 LTR	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h)	U	10 0 0	11 1 LTR 0	12 0 40	U	7	8	9	10	1 0 32	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		10 0	11 1 LTR	12 0	U	7	8	9	10	1	2 1 LTR	3	4U	4	5	6 0 TF
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		10 0 2	11 1 LTR 0	12 0 40		7	8	9	10	1 0 32	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized		10 0 2	11 1 LTR 0 3	12 0 40 2		7	8	9	10	1 0 32	2 1 LTR	3	4U	4	5	R 6 0 TR 0
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec)		10 0 2 ys 7.1 7.12	11 1 LTR 0 3 0 6.5 6.53	12 0 40 2 Undi 6.2 6.22		7	8	9	10	1 0 32 2 4.1 4.12	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		10 0 2 ys 7.1 7.12 3.5	11 1 LTR 0 3 0 0 6.5 6.53 4.0	12 0 2 Undi 6.2 6.22 3.3		7	8	9	10	1 0 32 2 4.1 4.12 2.2	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 0 6.5 6.53 4.0 4.03	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 4.1 4.12	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 0 6.5 6.53 4.0 4.03	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 4.1 4.12 2.2	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 80	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 2 4.1 4.1 4.12 2.2 2.22 2.22 64	2 1 LTR	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 80 767	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 2 4.1 4.12 2.2 2.22 64 1291	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Critical Actio	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 80 767 0.10	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 2 4.1 4.1 4.12 2.2 2.22 2.22 64 1291 0.05	2 1 LTR	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (se	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 80 767 0.10 0.3	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 32 2 4.1 4.1 2.2 2.22 64 1291 0.05 0.2	2 1 LTR	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Critical Actio	eadway	10 0 2 ys 7.1 7.12 3.5 3.52	11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 ervice 80 767 0.10	12 0 40 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 32 2 2 4.1 4.1 4.12 2.2 2.22 2.22 64 1291 0.05	2 1 LTR	3	4U	4	5	6 0 TF

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Project Description	7:00-8	00 AM														
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Vehicle Volumes and Adj	ustme	-					a second as		-				-			
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Priority Number of Lanes Configuration	U	10 0	11	12 0	U	7	8	9	10	1 0 LT	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h)	U	10 0 0	11 1	12 0 0	U	7	8	9	10	1 0 LT 4	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10 0	11 1	12 0	U	7	8	9	10	1 0 LT	2	3	4U	4	5	6 0 TF
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		10 0 0 2	11 1	12 0 0	U	7	8	9	10	1 0 LT 4	2	3	4U	4	5	6 0 TR
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Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		10 0 2 7.1 6.42 3.5	11 1 LR	12 0 2 Undii 6.2 6.22 3.3		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 LR 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TR
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 LR 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Readway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Volume Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 Ti
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TF
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Volume Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa	10 0 2 ys 7.1 6.42 3.5 3.52	11 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 Undi 6.2 6.22 3.3 3.32		7	8	9	10	1 0 LT 4 2 	2	3	4U	4	5	6 0 TF

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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		Eastb L 10 0 2	T 11 1 LR	12 0 1 2	U	L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 T
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		Eastb L 10 0 2	T 11 1 LR	12 0 1 2		L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 T
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)		Eastb L 10 0 2 ys 7.1 6.42	T 11 1 LR	12 0 1 2 Undi		L 7	Т 8	9	10	L 1 0 LT 32 2 2 4.1 4.12	T 2 1	3	4U	L 4	T 5 1	6 0 TI
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	U Headwa	Eastb L 10 0 2 7.1 6.42 3.5 3.52	T 11 1 LR 0	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 T
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Movement Priority Number of Lanes	U	L 10	T 11		U	L 7	T 8	9	10	L 1	T 2	3	4U	4	5	6	
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		L 10 0 2 7.1 6.42 3.5	T 11 1 LR	12 0 2 Undiv		L 7	T 8	9	10	L 1 0 LT 4 2 2 4,1 4,12	T 2 1	3	4U	4	5	6 0 TR	
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 2 4.1 4.12 2.2 2.22	T 2 1	3	4U	4	5	6 0 TF	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 1 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 	T 2 1	3	4U	4	5	6 0 TF	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	T 2 1	3	4U	4	5	6 0 TF	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 	T 2 1	3	4U	4	5	6 0 TF	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 4 4 4 2 2 2 2 2 2 2 2 2 5 1610 0.00 0.0	T 2 1	3	4U	4	5	6 0 TF	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadway	L 10 0 2 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 Undin 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 	T 2 1	3	4U	4	5	6 0 TF	

		Contraction of the local division of the loc	CS7 -			-		1.5 -1 -1	-	an mai	and the second	State State State	No. Contraction	1999	1000	and the second second				
General Information							Site I	nform	natior	1										
Analyst								Intersection						Crossbow/North ES Dwy						
Agency/Co.	Solaeg	jui Engir	neers			Jurisdiction					Washoe County									
Date Performed	3/5/20	20			East/West Street						North	ES Driv	eway							
Analysis Year	2020						North	/South S	Street		Cross	bow Cou	ırt							
Time Analyzed	Existin	g					Peak I	Hour Fac	tor		0.50									
Intersection Orientation	North	South					Analy	sis Time	Period (	hrs)	0.25			4.032.00	1					
Project Description	3:00-4	:00 PM																		
Lanes												See.		-						
				141446		1 1 + + Y Street Nor		144714												
Vehicle Volumes and Ad	justmer	nts		314																
Approach		Eastb	ound			West	bound			North	bound			South	bound					
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R				
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6				
rnonty	_															-				
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0				
and the second se		0	1 LR			0	0	0	0	LT		0	0	0		TR				
Number of Lanes		0		0 55		0	0	0	0	נד 56	1 91	0	0	0	1					
Number of Lanes Configuration						0	0	0	0	LT		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h)		0		55		0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0		55		0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	LR	55 2		0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	LR	55 2	vided	0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized	leadway	0	LR	55 2	vided	0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadway	0	LR	55 2	vided	0	0	0	0	נד 56		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>	leadway	0 2 ys	LR	55 2 Undi	vided	0	0	0	0	LT 56 2		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadway	0 2 <b>ys</b> 7.1	LR	55 2 Undi	vided	0	0	0		LT 56 2 4.1		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadway	0 2 <b>ys</b> 7.1 6.42	LR	55 2 Undi 6.2 6.22	vided	0		0		LT 56 2 4.1 4.12		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0	55 2 Undi 6.2 6.22 3.3 3.32	vided	0		0		LT 56 2 4.1 4.12 2.2		0	0	0		TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b>		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0	55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.2						TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52		55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.2 2.22						TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 110	55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.2 2.22 112						TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 110 768	55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.22 2.22 112 1291						TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical And Follow (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical And Follow (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical And Follow (sec)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 110 768 0.14	55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.2 2.22 112 1291 0.09						TR				
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Ease Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 110 768 0.14 0.5	55 2 Undi 6.2 6.22 3.3 3.32	vided					LT 56 2 4.1 4.12 2.22 2.22 112 1291 0.09 0.3						TR				

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General Information	and the second s	-		1			C:+- !	nfa	natior	and the second second						
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Analyst	MSH		190402	-				ection	-				rth ES Dv	vy		
Agency/Co.	Solaegui		ieers				Jurisd				-	be Coun				_
Date Performed	3/5/2020	-						Vest Stre				ES Drive				
Analysis Year	2020	10000						/South 9				bow Cou	urt			
Time Analyzed	Existing							Hour Fac			0.90					
Intersection Orientation	North-So	-	ALC: NO	100		1	Analy	sis Time	Period (	hrs)	0.25		Mary	100		1.11
Project Description	4:30-5:30	PM														
Lanes				References				1.000				-				
				14 1 A 4 4 4 4	A 1 Major	1 1 P Y Street Nor	th-South	14 174 10								
Vehicle Volumes and Adj	ustment	S														
	-	-							1	No.	1100000000		1			
Approach	1	-	ound				bound				bound				ibound	
	U	Eastb L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Approach Movement Priority	U	Eastb L 10	T 11	12	U	L 7	Т 8	9	10	L 1	T 2	3	4U	L 4	T 5	6
Approach Movement Priority Number of Lanes	U	Eastb L	T 11 1	-	U	L	Т			L 1 0	Т			L	T	6
Approach Movement Priority Number of Lanes Configuration	U	Eastb L 10 0	T 11	12 0	U	L 7	Т 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U	Eastb L 10 0	T 11 1	12 0 2	U	L 7	Т 8	9	10	L 1 0 LT 3	T 2	3	4U	L 4	T 5	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	Eastb L 10 0	T 11 1	12 0	U	L 7	Т 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	Eastb L 10 0 1 2	T 11 1 LR	12 0 2	U	L 7	Т 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	Eastb L 10 0 1 2	T 11 1	12 0 2	U	L 7	Т 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U	Eastb L 10 0 1 2	T 11 1 LR	12 0 2 2		L 7	Т 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	R 6 0 TFF 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		Eastb L 10 0 1 2	T 11 1 LR	12 0 2 2	U	L 7	Т 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>	eadways	Eastb L 10 0 1 2	T 11 1 LR	12 0 2 2 Undi		L 7	Т 8	9	10	L 1 0 LT 3 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	eadways	Eastb L 10 0 1 2 (	T 11 1 LR	12 0 2 2 Undi		L 7	Т 8	9	10	L 1 3 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42	T 11 1 LR	12 0 2 2 Undi		L 7	Т 8	9	10	L 1 0 LT 3 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blacked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5	T 11 1 LR	12 0 2 2 Undi 6.2 6.22 3.3		L 7	Т 8	9	10	L 1 0 LT 3 2 2 4.1 4.1 4.12 2.2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 1 LR 00	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.22 2.22	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0 0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2 4.1 4.12 2.22 2.22 3	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 3 934	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Action	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2 4.1 4.12 2.22 2.22 3 1518 0.00	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 3 934 0.00 0.0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Capacity, c (veh/h) v/c Ratio	eadways	Eastb L 10 0 1 2 ( 7.1 6.42 3.5 3.52	T 11 LR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 3 2 4.1 4.12 2.22 2.22 3 1518 0.00	T 2 1	3	4U	L 4	T 5 1	6 0 TF

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		H	CS7 '	Two-	Way	Stop	o-Co	ntrol	Rep	ort						
General Information							STOPPING	CHICKNEW!	natior	1.1.1.1						
Analyst	MSH						Inters	ection		1	Cross	bow/No	rth ES Di	NY		
Agency/Co.	Solaeg	ui Engin	eers			1	Jurisd	liction				oe Cour		-	- 11 - 11	
Date Performed	3/5/20						East/\	West Stre	eet			ES Driv			()	
Analysis Year	2020	-					North	/South S	Street	1	Cross	bow Co	urt			
Time Analyzed	Existing	g + M.S.					Peak	Hour Fac	tor		0.50		and the second second			
Intersection Orientation	North-	South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	7:00-8:	00 AM														
Lanes	1	8.8		1		- S		1989	151	194				363	E.S.	
Vehicle Volumes and Ad	justmen	nts		DALLAND	A 1 Majo	オ オ サ Y r Street: Nor	1 P C	412455								-
	and the second states and store of the				A LEADER MAL											
Approach	Τ	Eastb	ound			West	bound			North	bound		1	South	hbound	Line yes
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and and a second se	U			R 12	U	Westl L 7		R 9	U 1U			R 3	U 4U	South L 4	-	
Movement	U	L	T	1	U	L	T			L	T		-	L	T	6
Movement Priority	U	L 10	T 11	12	U	L 7	T 8	9	10	L 1	T 2	3	4U	L 4	T 5	6 0
Movement Priority Number of Lanes	U	L 10	T 11 1	12	U	L 7	T 8	9	10	L 1 0	T 2	3	4U	L 4	T 5	6 0 TF
Movement Priority Number of Lanes Configuration	U	L 10 0	T 11 1	12 0	U	L 7	T 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	L 10 0	T 11 1	12 0 0	U	L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		L 10 0 2	T 11 1	12 0 0	U	L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10 0 2	T 11 1 LR	12 0 0	U	L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10 0 2	T 11 1 LR	12 0 0 2	U	L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	R 6 0 TR 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		L 10 0 2	T 11 1 LR	12 0 0 2		L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		L 10 0 2	T 11 1 LR	12 0 0 2		L 7	T 8	9	10	L 1 0 LT 4	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0 2	T 11 1 LR	12 0 2 Undi		L 7	T 8	9	10	L 1 0 LT 4 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)		L 10 0 2 7.1	T 11 1 LR	12 0 2 Undi		L 7	T 8	9	10	L 1 0 LT 4 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)		L 10 0 2 () <b>ys</b> 7.1 6.42	T 11 1 LR	12 0 2 Undi		L 7	T 8	9	10	L 1 0 LT 4 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	L 10 0 2 () <b>ys</b> 7.1 6.42 3.5 3.52	T 11 LR	12 0 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	L 10 0 2 () <b>ys</b> 7.1 6.42 3.5 3.52	T 11 LR	12 0 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 4 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TF
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Control Delay (s/veh)

Level of Service (LOS)

Approach LOS

Approach Delay (s/veh)

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General Information							Site	Inform	natio	- 165		Surgary a	1210	124		197.04
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Agency/Co. Date Performed	Solaegi 3/5/202		neers					liction				oe Cour				
Analysis Year	2020	20						Nest Str				ES Driv		-		
Time Analyzed	Existing				-			/South : Hour Fai			0.50	bow Co	urt		-	
Intersection Orientation	North-											0000		10-00		
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				JALLARI		1 1 + Y Street: Nor		1412480								
Vehicle Volumes and Adj	justmen	its														
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Movement	U	L	T		U	L	т			L	т		-	L	T	
Movement Priority	U	L 10	T 11	12	U	L 7	Т 8	9	10	L 1	Т 2	3	4U	L 4	T 5	6 0
Movement Priority Number of Lanes	U	L 10	T 11 1	12	U	L 7	Т 8	9	10	L 1 0	Т 2	3	4U	L 4	T 5	6 0 TR
Movement Priority Number of Lanes Configuration	U	L 10 0	T 11 1	12 0	U	L 7	Т 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h)		L 10 0	T 11 1	12 0 1	U	L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	L 10 0 2	T 11 1	12 0 1	U	L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10 0 2	T 11 1 LR	12 0 1	U	L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10 0 2	T 11 1 LR	12 0 1		L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		L 10 0 2	T 11 1 LR	12 0 1 2		L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0 2	T 11 1 LR	12 0 1 2		L 7	Т 8	9	10	L 1 0 LT 32	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		L 10 0 2	T 11 1 LR	12 0 1 2 Undi		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)		L 10 0 2 75 7.1	T 11 1 LR	12 0 1 2 Undi		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)		L 10 0 2 75 7.1 6.42	T 11 1 LR	12 0 1 2 Undi 6.2 6.22		L 7	Т 8	9	10	L 1 0 LT 32 2 2 4.1 4.12	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 1 LR 0 0 ervice	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 2 724	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 2 724 0.00	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 2 724 0.00 0.0	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadway	L 10 0 2 75 7.1 6.42 3.5 3.52	T 11 LR 0 0 ervice 2 724 0.00	12 0 1 2 Undi 6.2 6.22 3.3 3.32		L 7	Т 8	9	10	L 1 0 LT 32 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR

General Information		1011					Sito	Inform	natio	-	1.31	10.000	and the second se	and an owned		(Int)
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Analyst	MSH							ection				-	rth ES D	wy		
Agency/Co.	Solaeg		neers					iction	-			oe Coun				
Date Performed	3/5/20	20						West Stre				ES Driv	00008			
Analysis Year	2020							/South S				bow Cou	urt	and the street		
Time Analyzed	Existing							Hour Fac			0.50					
Intersection Orientation	North-					(Line	Analy	sis Time	Period (	hrs)	0.25	1				_
Project Description	8:30-9:	30 AM														
Lanes																
Vehicle Volumes and Adj	uctmon	te		JATABL				4 1 X 4 F U								
the second s	usunen								-				1			in the
Approach		Eastb					bound				bound				bound T	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L		R
Priority	+	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	+	0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	+		LR	- 74						LT	10	-				TR
Volume (veh/h)	+ +	0		74						139	18			-	33	1
Percent Heavy Vehicles (%)	+	2		2						2						-
Proportion Time Blocked Percent Grade (%)			)						-	1						
Right Turn Channelized				11-120-025		AL SIGN	essinten	Statute .					-			-
Median Type   Storage		100000		Undi	vided		Contrast 1 A		-	11000000		-		201000		
Critical and Follow-up H		-		Ondi	videu				1				-			1
Critical and Follow-up H	eauway		1000			-	-	2	1	1.11		1	1	1	1	1
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Critical Headway (sec) Base Follow-Up Headway (sec)		3.5		3.3						2.2						-
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3.5 3.52		3.3 3.32												
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Level	3.5 3.52	1	3.3 3.32						2.2						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)	d Level	3.5 3.52	148	3.3 3.32						2.2 2.22 2.78						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	d Level	3.5 3.52	148 997	3.3 3.32						2.2 2.22 2.78 1533						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Level	3.5 3.52	148 997 0.15	3.3 3.32						2.2 2.22 278 1533 0.18						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	d Level	3.5 3.52	148 997 0.15 0.5	3.3 3.32						2.2 2.22 278 1533 0.18 0.7						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Level	3.5 3.52	148 997 0.15	3.3 3.32						2.2 2.22 278 1533 0.18						

General Information	all states and states and						C'4 .		Contraction of the second			15.252		-		ALC: NO.
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Analyst	MSH							ection					rth ES Dv	wy		_
Agency/Co.		gui Engi	neers				Jurisd	aw.o				oe Coun				
Date Performed	3/5/20	020			-			Vest Stre			-	ES Driv				
Analysis Year	2020	_					North	/South :	Street		Cross	bow Cou	ırt			
Time Analyzed		ng + M.S	i.					Hour Fac			0.85					
Intersection Orientation		-South				-	Analy	sis Time	Period (	hrs)	0.25	-		1000	-	
Project Description	2:00-3	3:00 PM														
Lanes																
				J R L L A B L		1 1 + 1 Street: Nor		1412450								
Vehicle Volumes and Ad	justme	nts					Same?			1997	-					
Approach		Eastb	ound			Westi	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0	_	0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		0					-	4	63	-			71	0
Percent Heavy Vehicles (%)		2	L	2					<u> </u>	2		-				-
Proportion Time Blocked			1												1	1
			0						-							
Percent Grade (%)				- all	1	-		1	-	10-10		-	-			
Right Turn Channelized																-
Right Tum Channelized Median Type   Storage				Undi	vided				-	1.01.00.000	and the second					
Right Turn Channelized	leadwa	ys		Undi	vided			124					123		-	-
Right Tum Channelized Median Type   Storage	leadwa	<b>ys</b> 7.1		6.2	vided					4.1						
Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	7.1 6.42		6.2 6.22	vided					4.12						
Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	7.1		6.2	vided					4.12 2.2						
Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	7.1 6.42		6.2 6.22	vided					4.12						
Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.42 3.5 3.52	ervice	6.2 6.22 3.3 3.32	vided					4.12 2.2						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.42 3.5 3.52	ervice	6.2 6.22 3.3 3.32	vided					4.12 2.2						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		7.1 6.42 3.5 3.52	1	6.2 6.22 3.3 3.32	vided					4.12 2.2 2.22						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		7.1 6.42 3.5 3.52	1	6.2 6.22 3.3 3.32	vided					4.12 2.2 2.22 5						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.42 3.5 3.52	1	6.2 6.22 3.3 3.32	vided					4.12 2.2 2.22 5 1513 0.00 0.0						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.42 3.5 3.52	1	6.2 6.22 3.3 3.32						4.12 2.2 2.22 5 1513 0.00						
Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>25</sub> (veh)		7.1 6.42 3.5 3.52	1	6.2 6.22 3.3 3.32						4.12 2.2 2.22 5 1513 0.00 0.0 7.4 A						

General Information	SALAR ST					Sito	Inform	natio	1					Mar Star	
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Analyst	MSH Selectul Sec						ection					orth ES D	wy		
Agency/Co. Date Performed	Solaegui Eng	ineers				-	liction				oe Cour				
	3/5/2020		-		_		West Str				ES Driv				
Analysis Year Time Analyzed	2020	c				-	/South				bow Co	urt		Sec. 14	1.000
Intersection Orientation	Existing + M. North-South	5.					Hour Fa			0.50					
Project Description	3:00-4:00 PM		-		-	Analy	sis time	Period (	nrs)	0.25			1		-
	1 3.00-4.00 PM					-						-			
Lanes	and the second		21.0	Sec. 15			3. Con					1			
			24 1 A & A		1 1 + Y Street Nor	th-South	417422			-					
Vehicle Volumes and Adj	ustments		Carlo Contra		No. 1973		-		215			1	1	1	
													Const	bound	
Approach		bound			West					bound			-		
Movement	UL	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Movement Priority	U L 10	т 11	12	U	L 7	Т 8	9	10	L 1	Т 2	3	4U	L 4	T 5	6
Movement Priority Number of Lanes	UL	т 11 1		U	L	Т			L 1 0	T			L	T	6 0
Movement Priority Number of Lanes Configuration	U L 10 0	т 11	12 0	U	L 7	Т 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h)	U L 10 0 0	т 11 1	12 0 55	U	L 7	Т 8	9	10	L 1 0 LT 56	Т 2	3	4U	L 4	T 5	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U L 10 0	т 11 1	12 0	U	L 7	Т 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U L 10 0 0	T 11 1 LR	12 0 55	U	L 7	Т 8	9	10	L 1 0 LT 56	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U L 10 0 0	т 11 1	12 0 55	U	L 7	Т 8	9	10	L 1 0 LT 56	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U L 10 0 0	T 11 1 LR	12 0 55 2		L 7	Т 8	9	10	L 1 0 LT 56	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage	U L 10 0 0 2	T 11 1 LR	12 0 55 2	V	L 7	Т 8	9	10	L 1 0 LT 56	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	U L 10 0 2 2 	T 11 1 LR	12 0 55 2 Undi		L 7	Т 8	9	10	L 1 0 LT 56 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	U L 10 0 2 2 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	T 11 1 LR	12 0 55 2 Undi		L 7	Т 8	9	10	L 1 0 LT 56 2	T 2 1	3	4U	L 4	T 5 1	6 0 TF
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	U L 10 0 2 2 	T 11 1 LR	12 0 55 2 Undi		L 7	Т 8	9	10	L 1 0 LT 56 2 	T 2 1	3	4U	L 4	T 5 1	6 0 TR
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Analyst         MSH         Intersection         Crossbow/North ES Dwy           Agency/Co,         Solaegui Engineers         Jurisdiction         Washoe County           Date Performed         3/5/2020         East/West Street         North IS Driveway           Analysis Year         2020         North/South Street         Crossbow/Court           Time Analysis Year         2020         North/South Street         Crossbow Court           Time Analysis Year         2020         North/South Street         0.50           Intersection Orientation         North-South         Analysis Time Period (hrs)         0.25           Project Description         7:00-8:00 AM         Intersection Court         Intersection Court           Eastburger         Intersection Court         Intersection Court         Intersection Court           Project Description         7:00-8:00 AM         Intersection Court         Intersection Court           Eastburger         Intersection Court         Intersection Court         Intersection Court           Intersection Cortex         Intersection Court         Intersection Court         Intersection Court           Project Description         7:00-8:00 AM         Intersection Court         Intersection Court           Versitie Marealitis Court         Intersection Court	General Information					11.1		Sito	Inform	natio		A CALL SA		Contract of the Party of the Pa	and the second division of	and the second		
Agency/Co.       Solaequi Engineers       Jurisdiction       Wathor County       Vertex         Date Performed       3/7/2020       North Street       North Street       North Street       North Street       North Street       Ocessbow County         Time Analysis War       200       North South       Peak Hour Factor       0.30       U       U       U       U       U       Vertex       North South       North South       North South       U       North South       U       U       U       U       U       Vertex       North South       North South North South North South North South North South North South North South North North South North	and the second	Luci		Sec. 1	1.6					nation	1	-	- 10-11					
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Configuration       I       <	Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6	
Volume (veh/h)       0       0       0       0       0       4       266       0       224       0         Percent Heavy Vehicles (%)       2       2       2       2       0       2       2       0 <td< td=""><td>Number of Lanes</td><td></td><td>0</td><td>1</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td></td<>	Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
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Proportion Time Blocked         O																		
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Median Type   Storage         Undivided           Critical and Follow-up Headwayses           Base Critical Headway (sec)         7.1         6.2         4.1         0         0           Critical Headway (sec)         6.42         6.22         0         4.12         0         0         0           Base Follow-Up Headway (sec)         3.5         3.3         0         0         2.2         0	Percent Heavy Vehicles (%)											266				224	0	
Critical and Follow-up Headway (sec)       7.1       6.2       A       4.1       A	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	0								266				224	0	
Base Critical Headway (sec)       7.1       6.2        4.1	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	0	2							266				224	0	
Critical Headway (sec)       6.42       6.22       4.12       1       1         Base Follow-Up Headway (sec)       3.5       3.3       2.2       1       1       1         Follow-Up Headway (sec)       3.52       3.32       1       2.22       1       1       1         Delay, Queue Length, and Level of Service       3.52       3.32       1       1       2.22       1	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		2	0	2	vided						266				224	0	
Base Follow-Up Headway (sec)       3.5       3.3       2.2       0       0         Follow-Up Headway (sec)       3.52       3.32       2.22       0       0       0         Delay, Queue Length, and Level of Service       0       8       0       0       0       1112       0       0       0         Flow Rate, v (veh/h)       0       0       0       8       0       0       0         V/c Ratio       0       0       0       0       0       0       0       0       1112       0       0       0         95% Queue Length, Qas (veh)       0 <td>Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage</td> <td>leadwa</td> <td>2</td> <td>0</td> <td>2</td> <td>vided</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>266</td> <td></td> <td></td> <td></td> <td>224</td> <td>0</td>	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	2	0	2	vided						266				224	0	
Follow-Up Headway (sec)       3.52       3.32       2.22       1       1         Delay, Queue Length, and Level of Service       3.52       0       8       1       1         Flow Rate, v (veh/h)       0       0       8       1112       1       1       1         Capacity, c (veh/h)       0       0       0       0       1112       1       1       1       1         V/c Ratio       0       0       0       0       0.01       0       0       0         95% Queue Length, Qas (veh)       0       0       0       0.01       0       0       0         Control Delay (s/veh)       0       0       0       0.01       0       0       0         Level of Service (LOS)       0       0       0       0       0       0       0       0       0       0	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	2 ys	0	2 Undi	vided					2	266				224	0	
Delay, Queue Length, and Level of Service           Flow Rate, v (veh/h)         0         8         0         0           Capacity, c (veh/h)         0         1112         0 <td>Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)</td> <td>leadwa</td> <td>2 ys 7.1</td> <td>0</td> <td>2 Undi</td> <td>vided</td> <td></td> <td></td> <td></td> <td></td> <td>2 4.1 4.12</td> <td>266</td> <td></td> <td></td> <td></td> <td>224</td> <td>0</td>	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	2 ys 7.1	0	2 Undi	vided					2 4.1 4.12	266				224	0	
Flow Rate, v (veh/h)       0       8       0       1112       0       0         Capacity, c (veh/h)       1       1112       111	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	2 ys 7.1 6.42	0	2 Undi 6.2 6.22	vided					2 4.1 4.12 2.2	266				224	0	
Capacity, c (veh/h)     1112     1112       v/c Ratio     0.01     0.01       95% Queue Length, Q <sub>95</sub> (veh)     0.0     0.0       Control Delay (s/veh)     0.0     8.3       Level of Service (LOS)     A     0	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	2 ys 7.1 6.42 3.5	0	2 Undi 6.2 6.22 3.3	vided					2 4.1 4.12 2.2	266				224	0	
v/c Ratio         0.01         0.01         0.01           95% Queue Length, Q <sub>95</sub> (veh)         0.0	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2 ys 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2	266				224	0	
95% Queue Length, Qas (veh)         0.0         0.0           Control Delay (s/veh)         8.3         0           Level of Service (LOS)         A         0	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		2 ys 7.1 6.42 3.5 3.52	ervice	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22	266				224	0	
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Level of Service (LOS) A	Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		2 ys 7.1 6.42 3.5 3.52	ervice	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 8 8 11112	266				224		
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General Information	3061-33	200					C'4.									
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Date Performed	3/5/20	020					-	West Str				ES Driv				
Analysis Year	2020							/South				bow Co	urt		in the second second	100110
Time Analyzed			s. + Proje	ect				Hour Fac			0.50					
Intersection Orientation	-	-South		was star			Analy	sis Time	Period (	hrs)	0.25	-	1.1.1.1.1	-		
Project Description	7:30-8	:30 AM														
Lanes																
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Vehicle Volumes and Ad	justmer	nts		10-0-00							665		-			-
Approach	_	Eastb	ound			Westi	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration		_	LR							u						TF
		0		1						32	208				179	1
Volume (veh/h)		1221			-			-		-	200					-
Percent Heavy Vehicles (%)		2		2						2	200					
Percent Heavy Vehicles (%) Proportion Time Blocked				2						2	200					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0	2						2	200					
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HCS182 TWSC Version 7.8 CrNd20a2w.xtw

General Information	Inter Protection	511		0.427			Site	nform	natior					10.5		230
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Project Description		:30 AM		-		ni z moni	Analy	sis rime	Feliou (i	115)	0.25	1.11	CHOZAT DOGO			
and the second	0.50-9	.50 AIVI														
Lanes	a sural					102	1	5								-
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Vehicle Volumes and Adj	justmer															
Approach	1	Eastb	ound			West	bound			North				1	ibound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
			1 1	0		0	0	0	0	0	1	0	0	0	1	0
Number of Lanes		0						-	- v			-		-		-
Number of Lanes Configuration			LR					-		u						-
Number of Lanes Configuration Volume (veh/h)		0		74						LT 139	19				41	-
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	LR	74						LT 139					41	-
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 148	74 2 Undi 6.2 6.22 3.3 3.32	vided					LT 139 2 4.1 4.1 4.12 2.2 2.22 2.22						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 148 976	74 2 Undi 6.2 6.22 3.3 3.32	vided					LT 139 2 4.1 4.1 2.2 2.22 2.22 2.78 1513						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 148 976 0.15	74 2 Undi 6.2 6.22 3.3 3.32	vided					LT 139 2 4.1 4.1 2.2 2.22 2.22 2.78 1513 0.18						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)		0 2 <b>ys</b> 7.1 6.42 3.5 3.52	LR 0 0 ervice 148 976 0.15 0.5	74 2 Undi 6.2 6.22 3.3 3.32	vided					LT 139 2 4.1 4.1 4.12 2.2 2.22 2.78 1513 0.18 0.7 7.9 A						-

General Information	10000000			Concerning of			Cit .	-	natio	North Contraction		and the second	and the state	CARGE STREET		C. Start
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Analyst	MSH							ection	_				orth ES D	wy		
Agency/Co.		gui Engi	neers				Jurisd					ioe Cour	winter to the second			CONTRACTOR OF
Date Performed	3/5/20	020						West Stre				n ES Driv	2011-1-1-1-			
Analysis Year	2020					_		/South !			Cross	bow Co	urt			
Time Analyzed			5. + Proj	ect				Hour Fac			0.85					
Intersection Orientation		-South				10000	Analy	sis Time	Period (	hrs)	0.25			1.22		11.1
Project Description	2:00-3	:00 PM													_	
Lanes																
				JAJAAN		ी 1 4 Y r Street: Nor		34 474 46								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	bound			West	ound			North	bound			South	ibound	
Movement	U	L	T	R	U	L	T	R	U	L	т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
			LR							LT						TR
Configuration															100000	
Volume (veh/h)		0		0						4	63				77	0
Volume (veh/h) Percent Heavy Vehicles (%)		0 2		0						4	63				77	0
Volume (veh/h)											63				77	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	0								63				77	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	0	2							63				77	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		2	0	2	vided						63				77	0
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	2	0	2	vided						63				77	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	2 ys	0	2 Undi	vided					2	63					0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	2 ys 7.1	0	2 Undi 6.2	vided					2	63					0
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		2 <b>ys</b> 7.1 6.42 3.5 3.52		2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2	63					0
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		2 <b>ys</b> 7.1 6.42 3.5 3.52	ervice	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.22 2.22 5 1504	63					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Keadway (sec) Follow-Up Keadway (sec) Follow-Up Keadway (sec) Keadway (sec) Follow-Up Keadway (sec)		2 <b>ys</b> 7.1 6.42 3.5 3.52	ervice	2 Undi 6.2 6.22 3.3 3.32	vided					2 4.1 4.12 2.2 2.22 5 1504 0.00	63					
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General Information					14.20		Sito	Inform	natio	1	- 200 - 200	-		C. Contraction	CONC. ARXI	
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Analyst	MSH	Factor					-	ection					rth ES D	wy		
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Project Description	3:00-4:00		200	111 100	100		Analy	sis time	Period (	nrs)	0.25			1	1000	-
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				JATAASU		1 <u>1</u> 4		14 * 71 * F								
Vehicle Volumes and Ad	1					イヤア イヤア r Street, Nor	th-South						80	-		
Approach			ound			1	bound				bound				bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	1	0	2	0	0	0	0	0	1	0	0	0	1	0
Configuration		_	LR							LT					104	TF 1
Volume (veh/h)		0		55				1	-	56	111	-			184	
NAME AND ADDRESS OF TAXABLE PARTY.	1 1						1									
Percent Heavy Vehicles (%)		2		2						2				-	-	-
Percent Heavy Vehicles (%) Proportion Time Blocked				2						2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0	2						2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized			0							2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		(	0		vided					2						
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Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.42 3.5 3.52		Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		7.1 6.42 3.5 3.52	ervice	Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		7.1 6.42 3.5 3.52	ervice 110	Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 112						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.42 3.5 3.52	ervice 110 677	Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 112 1189						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.42 3.5 3.52	ervice 110 677 0.16	Undi 6.2 6.22 3.3 3.32	vided					4.1 4.12 2.2 2.22 112 1189 0.09						
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General Information							Site	Infor	matio	n		1		1.20		
Analyst	MSH				Pol Dala	3	-	section	matio	-	1.0			1	-	
Agency/Co.		jui Engi	0.0077					diction					orth ES D	wy	-	-
Date Performed	3/5/20		neers			-						ioe Cour				
Analysis Year	2020	120			nin /			West Str				n ES Driv				_
Time Analyzed		M .	. + Proje	art		and the second		h/South		-		bow Co	urt	-		
Intersection Orientation	North-		+ Proje	ect				Hour Fa			0.90					
Project Description	-	:30 PM	-	1		-	Anaiy	/sis time	Period (	nrs)	0.25			-		
Lanes	4.30-3.	.50 PIVI														
Vehicle Volumes and Adj	justmen			URITERS NO.	A N Major	1 1 + Y Direct Nor	th-South	9412450								
		Eactio	ound			West	bound		1	North	hound			South	bound	
Approach		Edstu	ound			The Su	Joana	_	L	racitin	bound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement Priority	U		_	R 12	U			R 9	U 1U			R 3	U 4U	r		R 6
Movement Priority Number of Lanes	U	L	Т		U	L	Т	-		L	т		-	L	T	
Movement Priority Number of Lanes Configuration	U	L 10	T 11	12 0	U	L 7	T 8	9	10	L 1	T 2 1	3	4U	L 4	T 5	6 0
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	L 10	T 11 1	12	U	L 7	T 8	9	10	L 1 0	т 2	3	4U	L 4	T 5	6 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	L 10 0	T 11 1	12 0	U	L 7	T 8	9	10	L 1 0 LT	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10 0 1 2	T 11 1 LR	12 0 2	U	L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10 0 1	T 11 1 LR	12 0 2	U	L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized		L 10 0 1 2	T 11 1 LR	12 0 2 2		L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10 0 1 2	T 11 1 LR	12 0 2 2	U	L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized		L 10 0 1 2	T 11 1 LR	12 0 2 2		L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		L 10 0 1 2	T 11 1 LR	12 0 2 2		L 7	T 8	9	10	L 1 0 LT 3	T 2 1	3	4U	L 4	T 5 1	6 0 TR
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)		L 10 0 1 2 ( 7.1	T 11 1 LR	12 0 2 2 Undi		L 7	T 8	9	10	L 1 0 LT 3 2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)		L 10 0 1 2 ( 7.1 6.42	T 11 1 LR	12 0 2 2 Undi 6.2 6.22		L 7	T 8	9	10	L 1 0 LT 3 2 4.1 4.12	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52	T 11 LR	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 4.1 4.1 4.12 2.2	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52		12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.2 2.22	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52	T 11 1 LR	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.2 2.22 2.22	T 2 1	3	4U	L 4	T 5 1	6 0 TR
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Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52	T 11 LR D D D D D D D D D D D D D D D D D D	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.2 2.22 2.22 3 1433 0.00	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>as</sub> (veh)	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52	T 11 LR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.2 2.22 2.22 3 1433 0.00 0.0	T 2 1	3	4U	L 4	T 5 1	6 0 TR
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadway	L 10 0 1 2 7.1 6.42 3.5 3.52	T 11 LR D D D D D D D D D D D D D D D D D D	12 0 2 2 Undi 6.2 6.22 3.3 3.32		L 7	T 8	9	10	L 1 0 LT 3 2 2 4.1 4.12 2.2 2.22 2.22 3 1433 0.00	T 2 1	3	4U	L 4	T 5 1	6 0 TR

General Information						Sa	Site	Inform	natio	-	2224		A Part		The wa	(HLS)
Analyst	MSH		11.11	-	12-12-				natio	1	1.0			11		1.3
Agency/Co.	_	gui Engi	noorr				Jurisd	ection	-			bow/No		1122200		_
Date Performed	3/5/2	-	neers			4.53		West Stre			-	oe Cour				
Analysis Year	2020	020						/South S	2422			n Project		ау		
Time Analyzed	_		5. + Proj	in et	deres -	-					-	bow Co	urt	-	al una	-
Intersection Orientation		-South	5. <del>+</del> PIOJ	ect	Conference of			Hour Fac		L	0.75				-	
Project Description	-	3:00 AM		1000			Analy	sis Time	Period (	nrs)	0.25	-				
Lanes	1.00 0			-											-	
Vehicle Volumes and Ad Approach Movement	ijustme U	Eastk L	bound T	R	An	P Street Nor Westl	bound T	JAI JAKKU R	U	L	bound T	R	U	L	bound T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
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Number of Lanes Configuration				1			LR					TR		LT		
and the second						21	LR	0		1.5.1	262	TR 4		LT 0	203	
Configuration						21 2	LR	0			262				203	
Configuration Volume (veh/h)							LR				262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)						2	LR				262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						2					262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Und	ivided	2					262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized	leadwa	ys		Und	ivided	2					262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage	leadwa	ys		Und	ivided	2		2			262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Und	ivided	2					262			0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Und	ivided	2		2			262			0 2 4.1	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Und	ivided	2 7.1 6.42 3.5		2 6.2 6.22 3.3			262			0 2 4.1 4.12 2.2	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					ivided	2 7.1 6.42		2 6.2 6.22			262			0 2 4.1 4.12	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b>			ervice		ivided	2 7.1 6.42 3.5	0	2 6.2 6.22 3.3			262			0 2 4.1 4.12 2.2 2.22	203	
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Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		ivided	2 7.1 6.42 3.5	28 450	2 6.2 6.22 3.3						0 2 4.1 4.12 2.22 2.22 0 1204	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		ivided	2 7.1 6.42 3.5	0 28 450 0.06	2 6.2 6.22 3.3			262			0 2 4.1 4.12 2.22 2.22 0 1204 0.00	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)			ervice		ivided	2 7.1 6.42 3.5	28 450 0.06 0.2	2 6.2 6.22 3.3						0 2 4.1 4.12 2.22 2.22 0 1204 0.00 0.0	203	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)			ervice		ivided	2 7.1 6.42 3.5	28 450 0.06 0.2 13.5	2 6.2 6.22 3.3						0 2 4.1 4.12 2.22 2.22 0 1204 0.00 0.0 8.0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)			ervice		ivided	2 7.1 6.42 3.5 3.52	28 450 0.06 0.2	2 6.2 6.22 3.3						0 2 4.1 4.12 2.22 2.22 0 1204 0.00 1204 0.00 8.0 8.0 A	203	

General Information			The second		Chord Street, St	1000	e								2200	10.12
	-	Allo, Hall		1	nt in			nforn	nation	1		n Seren	2.1	523	1677	
Analyst	MSH						Interse						rth Dwy			
Agency/Co.	-	gui Engi	neers				Jurisdi	0.0000.00				be Coun				
Date Performed	3/5/2	020	-	-				Vest Stre					Drivewa	iy		-
Analysis Year	2020							/South S			Cross	bow Cou	urt		-	
Time Analyzed			S. + Proj	ect				Hour Fac			0.75				_	
Intersection Orientation	-	-South					Analys	sis Time	Period (I	hrs)	0.25	1 March			12222	
Project Description	7:30-8	3:30 AM														
Lanes																
				U 4 1 1 4 4 1		t t t t Street: Nort		2447746								
Vehicle Volumes and Adj	ustme	nts	-					1944	1		1.0	100		Sugar	1	
Approach		Eastl	bound	_		Westb	ound			North	bound	8		South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Deladha		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Priority																
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Number of Lanes Configuration		0	0	0			1 LR		0	0		TR	0	LT		0
Number of Lanes Configuration Volume (veh/h)		0	0	0		21		0	0	0	1 204		0	LT 0	1	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	0	0					0	0		TR	0	LT		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	0	0		21 2	LR	0	0	0		TR	0	LT 0		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	0	0		21 2		0	0	0		TR	0	LT 0		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0	0			21 2	LR	0	0	0		TR	0	LT 0		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage			0		ivided	21 2	LR	0	0	0		TR	0	LT 0		0
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> e Base Critical Headway (sec)	eadwa		0		ivided	21 2	LR	0 2 6.2	0	0		TR	0	LT 0 2 4.1		
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa		0		ivided	21 2 7.1 6.42 3.5	LR	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> e Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Und	ivided	21 2 ( 7.1 6.42	LR	0 2 6.2 6.22				TR		LT 0 2 4.1 4.12		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys		Und	ivided	21 2 7.1 6.42 3.5	LR	0 2 6.2 6.2 3.3				TR	0	LT 0 2 4.1 4.1 2.2		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		ys		Und	ivided	21 2 7.1 6.42 3.5	LR	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2 2.22 2.22 0		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		ys		Und	ivided	21 2 7.1 6.42 3.5	LR	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2 2.22 2.22 0 1286		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Action Flow Rate, v (veh/h) v/c Ratio		ys		Und	ivided	21 2 7.1 6.42 3.5	LR 	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2 2.22 2.22 0 1286 0.00		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)		ys		Und	ivided	21 2 7.1 6.42 3.5	LR 	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2 2.22 0 1286 0.00 0.0		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys		Und	ivided	21 2 7.1 6.42 3.5	LR 	0 2 6.2 6.2 3.3				TR		LT 0 2 4.1 4.1 2.2 2.22 2.22 0 1286 0.00		

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General Information			11-1- R. C		m le l		Site	Inform	natio	n			1.00			
Analyst	MSH						Inters	section			Cross	bow/No	orth Dwy			
Agency/Co.	-	gui Eng	ineers				Jurisd	liction			Wash	oe Cour	nty			
Date Performed	3/5/20	020					East/	West Stre	eet		North	1 Project	Drivewa	ay 🛛		
Analysis Year	2020	_					North	/South S	Street		Cross	bow Co	urt			
Time Analyzed	Existin	ng + M,	S. + Proj	ect			Peak	Hour Fac	tor		0.75					
Intersection Orientation	North	-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	8:30-9	9:30 AM														
Lanes									and a						IL U	1933 mil.
Vehicle Volumes and Ad	iustme	nte		<b>JATAA</b> BU		t Street Nor	t t r th-South	7447440								
and the second second second second	Justinei	1000	bound		1					in the second			1	1011		
			DOUIDO				bound			North	hound			South	bound	
Approach		-	1		-						1			1		
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Movement Priority	U	L 10	T 11	12	U	L 7	Т 8	9	10	L 1	T 2	3	40	L 4	T 5	6
Movement Priority Number of Lanes	U	L	T		U	L	T 8 1		-	L	T	3 0		L 4 0	T	6
Movement Priority Number of Lanes Configuration	U	L 10	T 11	12	U	L 7 0	Т 8	9 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	L 10	T 11	12	U	L 7 0 8	T 8 1	9 0 0	10	L 1	T 2	3 0	40	L 4 0 LT 0	T 5	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		L 10	T 11	12	U	L 7 0	T 8 1	9 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10	T 11	12	U	L 7 0 8 2	T 8 1 LR	9 0 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10	T 11	12		L 7 0 8 2	T 8 1	9 0 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		L 10	T 11	12 0		L 7 0 8 2	T 8 1 LR	9 0 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0	T 5 1	R 6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		L 10 0	T 11	12 0	U	L 7 0 8 2	T 8 1 LR	9 0 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0	T 11	12 0		L 7 0 8 2	T 8 1 LR	9 0 2	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0 2	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)		L 10 0	T 11	12 0		L 7 0 8 2	T 8 1 LR	9 0 0	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0 2 4.1	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0	T 11	12 0		L 7 0 8 2 7,1	T 8 1 LR	9 0 2 6.2	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 2	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		L 10 0	T 11	12 0		L 7 0 2 7.1 6.42 3.5	T 8 1 LR	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.1 2.2	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7,1 6.42	T 8 1 LR	9 0 2 6.2 6.2	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 2 4.1 4.12	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.12 2.2 2.22	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 LT 0 2 2 4.1 4.1 4.12 2.2 2.22 0	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.12 2.22 2.22 0 1589	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Critical Actio	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.12 2.2 2.22 0 1589 0.00	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.12 2.22 2.22 0 1589 0.00 0.00	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Critical Actio	eadway	U 10 0	T 11 0	Undi		L 7 0 2 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	10	L 1	T 2 1	3 0 TR	40	L 4 0 2 2 4.1 4.12 2.2 2.22 0 1589 0.00	T 5 1	6

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General Information						1	Site I	nform	natior	1						
Analyst	MSH						Interse	ection			Cross	bow/No	rth Dwy			
Agency/Co.	Solaeg	gui Engi	neers				Jurisdi	ction			Wash	oe Coun	ty			
Date Performed	3/5/20	)20					East/W	/est Stree	et		North	Project	Drivewa	у		
Analysis Year	2020						North,	South St	treet		Cross	bow Cou	urt			
Time Analyzed	Existin	ig + M.S	5. + Proj	ect			Peak H	lour Fact	tor		0.75					
Intersection Orientation	North	-South					Analys	is Time P	Period (I	nrs)	0.25					
Project Description	2:00-3	:00 PM														
Lanes	Constant in			100			al yes							1		
				141441		F T P Y Street Nort		417421								
the formation of the second se																
Vehicle Volumes and Adj	ustmei	nts														
Approach	ustmei		bound			Westb	ound	223		North	bound			South	bound	
	Ustmei U		bound T	R	U	Westb	ound T	R	U	North	bound T	R	U	South	bound	R
Approach		Easth	1	R 12	υ	L 7		R 9	U 1U	L 1		3	4U	L 4	T 5	6
Approach Movement Priority Number of Lanes		Easth	T		U	L	T 8 1			L	T	3 0	-	L 4 0	Т	6
Approach Movement Priority Number of Lanes Configuration		Eastb L 10	T 11	12	U	L 7 0	Т 8	9 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastb L 10	T 11	12	υ	L 7 0 6	T 8 1	9 0 0	1U	L 1	T 2	3 0	4U	L 4 0 LT 0	T 5	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		Eastb L 10	T 11	12	U	L 7 0	T 8 1	9 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		Eastb L 10	T 11	12	U	L 7 0 6 2	T 8 1 LR	9 0 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		Eastb L 10	T 11	12		L 7 0 6 2	T 8 1	9 0 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		Eastb L 10	T 11	12 0		L 7 0 6 2	T 8 1 LR	9 0 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		Easth L 10 0	T 11	12 0	U U	L 7 0 6 2	T 8 1 LR	9 0 0	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>		Easth L 10 0	T 11	12 0		L 7 0 2	T 8 1 LR	9 0 2	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0 2	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)		Easth L 10 0	T 11	12 0		L 7 6 2 (	T 8 1 LR	9 0 2 6.2	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 LT 0 2	T 5 1	R 6 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)		Easth L 10 0	T 11	12 0		L 7 0 2 ( 7.1 6.42	T 8 1 LR	9 0 2 6.2 6.22	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4,1 4,1	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		Easth L 10 0	T 11	12 0		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4,1 4,1 2,2	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	Easth 10 0	T 111 0	Und		L 7 0 2 ( 7.1 6.42	T 8 1 LR	9 0 2 6.2 6.22	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4,1 4,1	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4,1 4,1 2,2 2,22	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4.1 4.1 4.12 2.2 2.22 2.22	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR 0	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4,1 4,1 4,12 2,22 2,22 0 1513	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR 	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4.1 4.12 2.2 2.22 2.22 0 1513 0.00	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Ease Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Action Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR 0 0	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4.1 4.12 2.22 2.22 0 1513 0.00 0.0	T 5 1	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	Easth 10 0	T 111 0	Und		L 7 6 2 ( 7.1 6.42 3.5	T 8 1 LR 	9 0 2 6.2 6.2 3.3	1U	L 1	T 2 1	3 0 TR	4U	L 4 0 2 2 4.1 4.12 2.2 2.22 2.22 0 1513 0.00	T 5 1	6

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General Information							Site I	nforn	natio	n						
Analyst	MSH						Interse	ection			Cross	bow/No	rth Dwy			
Agency/Co.	Solaeç	gui Engi	ineers				Jurisdi	iction			Wash	oe Coun	ty		1	
Date Performed	3/5/20	020					East/V	Vest Stre	et		North	Project	Drivewa	у		
Analysis Year	2020						North	/South S	itreet		Cross	bow Cou	urt			
Time Analyzed	Existin	ig + M.	S. + Proj	ect			Peak H	Hour Fac	tor		0.75					
Intersection Orientation	North	-South					Analys	sis Time	Period (	hrs)	0.25		in the second			
Project Description	3:00-4	1:00 PM					0.									
Lanes																
	•			JA JA A A A A A A A A A		P T + Y Street Nor		14444								
Vehicle Volumes and Ad	justmer									A POPULAT					35	1
Approach		East	bound		<u> </u>	West					bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12	-	7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR	-				TR		LT		-
Volume (veh/h)						12		0			110	1		0	173	-
															1	
Percent Heavy Vehicles (%)			-		-	2		2						2		1
Proportion Time Blocked								-						2		
Proportion Time Blocked Percent Grade (%)							)	2						2		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized							)	-						2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Und	ivided		)				<u> </u>			2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadway	ys		Und	ivided											
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadway	ys		Und	ivided	7,1	) )	6.2						4.1		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadway	ys		Und	ivided	7,1 6.42	, ,	6.2 6.22						4.1		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	ys		Und	ivided	7.1 6.42 3.5	,	6.2 6.22 3.3						4.1 4.12 2.2		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					ivided	7,1 6.42		6.2 6.22						4.1		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		ivided	7.1 6.42 3.5	2	6.2 6.22 3.3						4.1 4.12 2.2		
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Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>			ervice		ivided	7.1 6.42 3.5		6.2 6.22 3.3						4.1 4.12 2.2 2.22 0 1434		
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		ivided	7.1 6.42 3.5	16 624 0.03	6.2 6.22 3.3						4.1 4.12 2.2 2.22 0 1434 0.00		
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		vided	2 ( 7.1 6.42 3.5	37	2 6.2 6.22 3.3						2 4.1 4.12 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		ivided	2 ( 7.1 6.42 3.5		2 6.2 6.22 3.3						2 4.1 4.12 2.2 2.22		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	2 ( 7.1 6.42 3.5	37	2 6.2 6.22 3.3						2 4.1 4.12 2.2 2.22 0		
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Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Critical A the follow of the			ervice		vided	2 ( 7.1 6.42 3.5	37 760 0.05	2 6.2 6.22 3.3						2 4.1 4.12 2.2 2.22 0 1508 0.00		
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CONNECT NEIGHBORHOOD CENTER & GARDEN South & East Elevations Washoe County 20

20002 SUP

Conceptual South & East Elevations







Washoe County

20002 SUP

CONNECT NEIGHBORHOOD CENTER & GARDEN Conceptual North & West Elevations



Washoe County

Conceptual Section & Partial Elevations

## CONNECT NEIGHBORHOOD CENTER & GARDEN















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1 LIGHTING SITE PLAN scale: 50'

		DESCRIPTION	PARKING LOT SITE POLE HEAD, LED 300W, 38000LM, DISTRBUTION, WITH A 25FT BROVZE POLE, VERIEY P REQUIREMENTS PRICH TO ORDERING - WATTSALUEN TEMPERATURE, TYPE DIST, MOUNTING CONFIG. FOT AND HEIGHT, VEIFY COLORHEIGHT BEFORE ORDER	A INSTALLATION OF LIGHT FIXTURES SHALL BE ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND RENO MUNICIPAL CODE REQUIREN S. VERIPT FIXTURES SHALL BE PROVIDED FINISH OF ALL LEHTIMD EXILURES WITH ARCHITECT PRIOR TO PLACING ORDER OR COMMENCING C. LIGHT EXILVERS SHALL BE PROVIDED BY THE ELECARCONTRACTOR.
		MOUNTING	28 FT	MENDAT
	EDULE	WATTAGE	Maac	S RECON
	IG SCH	VOLTAGE	120/277	ACTURER TXTURES
	LIGHTING SCHEDULE	LAMP.TYPE VOLTAGE WATTAGE HEIGHT	ß	TO MANUFA LIGHTING F CONTRAC
		#NODEL #	VRT2-380-C5-740-U-D-T3-8Z	A INSTALLATION OF LIGHT FIXTURES SHALL BE ACCORDING TO MANUFACTL B. VERITY THE EXACT MOUNTING HEIGHT AND FIXING PENTURA DATA C. LIGHT FIXTURES SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR.
		MANUFACTURER	EIKO	F LIGHT FIXTUR CT MOUNTING I SHALL BE PRO
		710	Q	STALLATION DI RIFY THE EXAL 3HT FIXTURES
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		SYMBOL	⊡●	



